







Official Journal of the
**MINNESOTA
TRANSPORTATION
MUSEUM, INC.**

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CIRCULATION

The *MinneGAZZETTE* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$7 per year charge.

SUBMISSIONS

The *MinneGAZZETTE* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha and the Excelsior Streetcar Line in Excelsior.

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**CORRECTIONS
AND NEW INFO**

Recently donated diesel #6234 was incorrectly identified as a SD7. It is a SD9. Anderson Windows SW1 #3110 was incorrectly numbered 1011.

On page 24, Omaha 4-4-2 #369 was identified as the last survivor of its class, used on a 1949 fan trip. In fact, that was #364.

Last issue's cover caption states that Duluth was the only Minnesota city with electric trolley buses. It should have said that only Duluth moved beyond the experimental stage. **James Graebner** writes: "Minneapolis had one of the earliest lines in the US, and — in a peculiar way — one of the most successful. In the early 1920's, the trolley bus was being promoted as a means whereby service could be extended into a new area at low cost, and when ridership grew enough, a rail line would follow. This is exactly what happened in Minneapolis. TCRT built a one mile extension of the Bloomington Ave line in 1922, and ran it as a trolley bus line for about a year, when the streetcar line was extended.

Two vehicles were used, one (#2) was a 30-passenger Brill Railless bus, ordered in February, 1922, and delivered about a month later. After serving on the

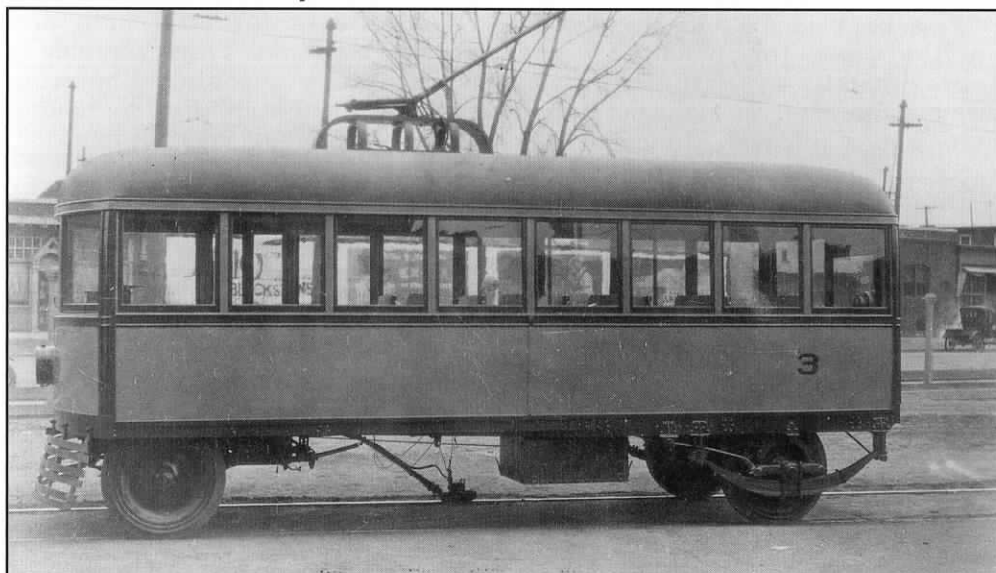
Bloomington extension, it was retired and finally scrapped in 1934. The second bus (#3) was built by TCRT in its own shops. I'm sure you have data on that coach.

I quote an interesting article from *Electric Railway Journal* for 8 April 1922: Such progress has been made in adapting a Brill trackless trolley for the Minneapolis Street Railway that the starting of its use on the Bloomington Avenue line is expected about April 15. Some of the changes made for the Minneapolis car, which is likely to be standard thereafter due to the logic of the development is a 36-in wheel instead of 34-in., thirty seats instead of twenty-eight, one steel trolley pole instead of two of wood, a track shoe by which the car may be operated back to the company station from the end of the line.

T. Julian McGill, vice-president of the railway, believes that a trackless trolley must be constructed so that it will fit into all operations of the trolley system, otherwise it will be mistaken policy to adopt use of such equipment. This car may be operated at a maximum of 12 feet from the tracks in operation over the regular trolley routes back to the station, where emergency may require a detour be made to avoid an obstruction.

The steel trolley pole with twin wheels to fit the double wire is believed to be an improvement of the original plan for a double wood pole".

Trolley bus #3 was built at Snelling Shops in 1922. Note the sliding rail shoe under the body that allowed it to deadhead to and from the carbarn via the car tracks. Minnesota Historical Society collection.



Front cover: The St. Paul Southern lasted only 14 years. Plowing snow in the winter didn't help the bottom line. For more, see page 26.

Inside front cover: This issue features the three sets of experimental lightweight streetcars built by Twin City Rapid Transit over the years 1916 to 1926. This builders photo of the last of them, #2004-2005, was posed on the Como-Harriet right of way in Como Park. For more, see page 14.

CHAIRMAN'S REPORT

- Scott Reed, Chair

MTM has made a financial turnaround since my last Minnegazette column. Thanks to the actions of the Board to dramatically reduce expenses, MTM is dealing with its financial crisis and is rapidly returning to a positive balance sheet.

The Financial condition of MTM is again very good. All of the restricted funds have been replenished 100%. The Financial Recovery Plan for MTM is moving forward at an excellent pace. Fund raising activities conducted by the Divisions have been extremely successful. MTM currently has enough money in the checking account to carry us through April 2004. Members have been working very hard to move MTM forward and because of this MTM remains a strong viable organization. We will continue to follow the Financial Recovery Plan as laid out by the Finance Committee and the Treasurer.

We will work towards and continue to develop new sources of funding for the MTM organization. We will continue to develop a communication process for funding with major corporations and friends of industry to enhance the education of visitors about transportation history and the transportation industry. During 2004 we will start to put together a professional Board of Directors with the primary focus on developing resources and funding to sustain the MTM organization and enhance its growth.

In the past three months the Railroad Division has paid down the debt owed on the loan for SOO 559 by approximately 45%. The railroad membership deserves big congratulations and a job well done on the successful fund raising program to retire the debt. **Dave Kettering** has estimated that the Railroad Division will save \$23,000 in loan servicing expenses in the coming four years because of the reduction in principle on the loan. Thank you to everyone that made a contribution.

Leave
A LEGACY



The Como-Harriet Streetcar Line effort to match the federal TEA21 grant has passed the \$200,000 donation mark and they are planning to keep going. These high wire MTM members are charged up and they continue to knock on doors. The successfulness of the CHSL "Campaign for Como-Harriet" will be used as a model throughout the MTM organization. Congratulations CHSL on a very successful fund raising program. Keep up the great work. The money raised will go towards completely rebuilding the Como Harriet Streetcar rail line.

During the months of November and December 2003 four MTM Members received the Chairman's Silver Rail Award for Outstanding Performance and Leadership. **Bill Pfannes, Phil Wellman, Roy Harvey and Karl Jones** were honored. These members were all recommended for the award by MTM members within their respective Division. Congratulations to all the award recipients.

MTM is starting out the year in a very positive manner. The financial balance sheet looks good and the overall frame of mind around MTM has improved greatly. The Financial books have been divided into separate books by Division. So the money that comes in to a Division goes out only in that Division. This will allow Corporate MTM and the five Divisions to better manage their finances.

Thank you for volunteering your time to the MTM organization. Each of you is a valuable asset to MTM. Please be generous with your time when your Division asks for your help and physical assistance. Please continue to work safely around operating equipment and keep safety in mind at all times throughout your day.

WEBSITE UPDATE

-Dan Lamatsch,
MTM Website Manager

You'll recall last year at this time I wrote an article on the future of our website, www.mtmuseum.org. The then newly-formed MTM Marketing Committee identified the goal of updating and maintaining the website on an ongoing basis. To date, we've been able to get many of the features implemented that were proposed last year. Moving into the new year brings new features to offer our visitors and on line customers. Additionally, we must more effectively serve our member's needs. Therefore, it is imperative that the museum's website reflect our ever

changing goals and demands. This article addresses the plan of action we've taken, and will continue to take, to address those needs. I encourage you to read the entire way through this article because the website affects ALL MTM members.

The hot button issue of management-member communications is being improved by a new feature on the website. Museum management and division superintendents now have access to all email addresses freely submitted by MTM members to a division, or, through your MTM membership renewal form. MTM related communications (and cross-divisional communications) can now be sent directly to a specific division, or to multiple divisions, as well as to the entire MTM member email database. A "for instance" on when this email system would be used would be during a divisional event that could use museum-wide member volunteers to help staff it. A superintendent could email the entire museum to ask for members' help. This new email system not only enables the museum to save money on mailings, but enables more efficient and timely communication from museum management. Those with access to send email to the lists are under strict guidelines not to abuse or SPAM the email list system. The emails they'll be sending out will be informational and motivational. You may expect to get only a couple emails per year from these lists if you are signed up on the list. If you would like to be included on this new email system, log onto www.mtmuseum.org and on the home page there is a link for more information on how to sign up. There will also be a link to this email sign up at our new member area, located under the main MTM logo's submenu navigation on the left frame OR from the membership area.

For many years there has been a member area of the website, but it has not been utilized to its full potential. Log onto www.mtmuseum.org and click on Membership (this section of the website is still under development at the writing of this article). You'll see some great features for MTM members. There will also be schedules posted for events with volunteer staffing schedules, postings by museum staffers for MTM members, and other general information for MTM members. This will be a GREAT communication tool for our members. Check this page often as we'll be updating it as we move through the year (the page will also be referenced at the "membership" button on the top of any

page on the website as well as on the MTM submenu navigation on the left frame). If you'd like to post something to this new member area (such as you need volunteers to move some ties around in the roundhouse yard??!), email me at dlamatsch@mn.rr.com.

In the past few months you may have noticed a more consistent and easily navigable website flow. Due to the efforts of many volunteers, primarily due in part to our webmaster, **Wes Barris**, the website is more consistent, clear, and concise. Divisions' submenu navigations flow much more intuitively and content can be found much more precisely. This is evident in the increase in daily visits to mtmuseum.org. In the last twelve month period, website visits have nearly doubled (last December before we started the long-term website re-vamp, we were around 130 visits a day; at the writing of this article in January, we're at around 240 visits a day). More evidence of website traffic growth was the \$7000+ the railroad division realized from on line ticket sales that was implemented in the 2003 season. Also, I've made an effort to get our website listed and referenced at as many places as possible across the internet; we're getting many link-ins from these cross-references which is pushing up our website visits. A final piece of evidence that our re-design is working is that "request for information" emails are getting to the person, or persons, they need to get to. Since our re-design launched last winter, I've noticed a significant increase in emails sent to the museum's general email account; I then forward them to the proper people.

Also new at www.mtmuseum.org, we've implemented a common navigation bar across the top of EVERY page that offers a visitor common options for all divisions; membership, volunteer, restoration, contribute, and contact. At the writing of this article, a search function is being implemented on the website; the search function will be listed on this common navigation bar as well.

In addition to the pre-existing mtmuseum.org and trainride.org domains (trainride.org is a re-direct to mtmuseum.org's Osceola & St. Croix Valley Railway section of the website), the Como Harriet Streetcar Line purchased the domain trolleyride.org. Expect to see that re-direct to the CHSL section of mtmuseum.org posted soon, as well as included on future marketing materials from CHSL.

Here are some interesting website visitor highlights:

- Most visited month, April 2003, Thomas Event; 4/25/03 most visits at 1,017
- Month with most daily visits, October 2003, 260 visits/day
- Most visited time of day, 9am-2pm; probably because of people surfing at work
- Most visited web pages, OSCVR schedule, CHSL history, Depots intro page

This coming year, expect changes and updates to the website to continue. At the writing of this article, there are several pending features being implemented; these options may be implemented by the time you read this article. We must move towards a more fully enhanced multimedia capability, such as streaming video of attractions, historically narrated on line tours of divisions, etc. **Noel Petit** and his daughter spent some time this summer at all museum attractions shooting some digital video; as a result of their hard work, streaming video tours will be posted to the website for each division very shortly. An on line search engine will be implemented (if not by the time you read this article); since we're an historical reference, we need a search function. Basic on line merchandising (soon to come in limited form at the Railroad section of the website) is on its way. We're also just about to implement on line financial donations for individual divisions as well as to MTM's general donation account. Perhaps the most exciting feature will be that you'll be able to renew your membership on line, as well as pay your membership dues on line. Also this year, divisions' schedules and special events pages will be streamlined. There will be some graphic upgrades (backgrounds, pictures, etc.) to the website. Some other future dreams include sounds of a division [like a streetcar bell or a train horn or an engine idling], streaming real-time webcams at divisions' attractions, the Minnegazette on line tease (for the next month and previous month's issues), and visual / graphic and navigation upgrades across the entire website.

The website is a free marketing tool (minus the \$20 a month for our ISP, everything at the website has been implemented on volunteer time). As always, your feedback drives the future of our website and the future of MTM. Many of the options we've implemented, as well as many content updates, come from you, the museum members. This is

our website. With your help, content is updated on an ongoing basis. Little tweaks are constantly being made. We've received measurable results with the changes we've made this last year -- let's keep it going!

Email me with content update, suggestions, and feedback anytime at dlamatsch@mn.rr.com

Thanks much - here's to a happy and prosperous 2004!

TRACTION REPORT

- Louis Hoffman

A Special Request

Many of you have heard about the disastrous carbarn fire in late September at the National Capital Trolley Museum in suburban Washington, D.C. One of the Museum's two carbarns and the eight streetcars housed inside - nearly half of the Museum's fleet - were completely destroyed. After an investigation, no cause was determined but arson was ruled out.

How does that relate to us? We're in the final stages of The Campaign for Como-Harriet (more on that below). Traction Division volunteers, the general membership, our friends in the Linden Hills and southwest Minneapolis communities, and our passengers have all responded very generously to that appeal - we're approaching that goal. We thank everyone who's contributed to this great cause. But in view of the National Capital tragedy, the Traction Committee has decided that a fire suppression system is an urgent priority. We've added it to the TEA-21 project (the amount of the grant has been increased on account of inflation since it was first awarded!). This will entail bringing city water into the carbarn and installing a sprinkler system to ensure that a similar fate doesn't befall our fleet. We welcome your contributions - or your additional contributions - to The Campaign to ensure that there's enough money in the pot to protect our priceless streetcar fleet. As always, donations to the Museum are tax-deductible.

The Campaign for Como-Harriet

As of February 5, 2004, the official total had topped \$200,000, and we'll need more to match the inflation-increased grant amount. But with lots of opportunities left -- these numbers don't reflect most Traction Division volunteers and the bulk of the Museum's members - we're confident of reaching that goal, with your help. If

you can help with an additional donation, or your first, please send it—large or small—as soon as possible to:

The Campaign for Como-Harriet
c/o Bayer's Hardware
4312 Upton Avenue South
Minneapolis, Minnesota 55410

If you have any question as to whether we need your donations, or additional donations, at this late date, please rest assured that we do.

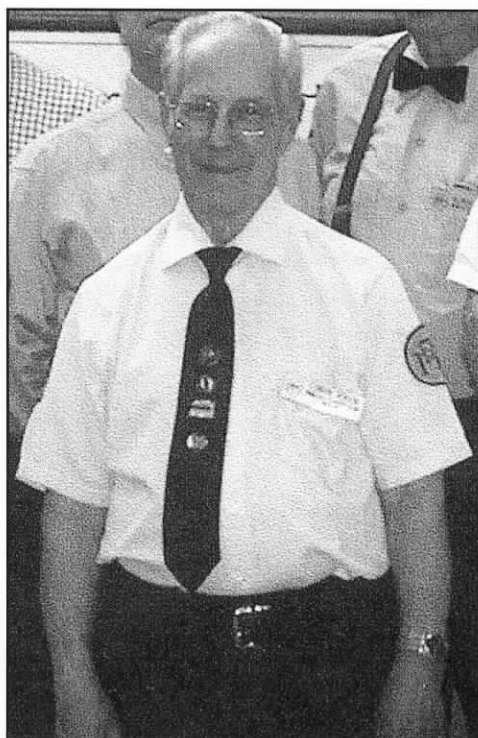
When The Campaign is concluded, you'll be able to read about everyone who's contributed and helped in these pages in a special Minnegazette insert (including the information in the actual magazine would take up too much space!). Your name will also be in the Linden Hills Station as a permanent acknowledgment of your gift. Right now, a special thanks to three media friends and the MTMers who worked to obtain this invaluable media coverage. Star Tribune columnist **Barbara Flanagan**, an old friend of the Museum, highlighted The Campaign in her October 6 column in the paper's Metro/State section, including information about our fall schedule and the Halloween Ghost Trolley. Thanks to **George Isaacs** for contacting Ms. Flanagan **Frank Vascellaro** of KARE-11 television did a feature on The Campaign at Noon on Saturday, October 25 that also plugged the Halloween Ghost Trolley. Thanks to **Bob Webster** for arranging this and **Jim Vaitkunas** for his assistance. Finally, the Southwest Journal featured a fine column by **Robert Gerloff**, AIA, the principal of Robert Gerloff Residential Architects in Linden Hills, entitled "Southwest's trolley needs your help". Thanks to **Mike Miller** for his assistance with this.

And we do want to acknowledge a \$500.00 gift arranged by our good friend and strong supporter, State Representative **Frank Hornstein**, from the Stephen and Lusia Hornstein Fund of The Greater Cincinnati Foundation.

Information about The Campaign was mailed to the entire membership with the last Minnegazette with additional information in a special mailing a few weeks later. Please, if you haven't already done so, make a donation, or better yet, a three-year pledge to The Campaign for Como-Harriet and do your part to keep the streetcars rolling at Lake Harriet.

Lyndon Benson

Longtime member and volunteer **Lyndon Benson** died unexpectedly on November 4, 2003. A CHSL motorman for many years before retiring from



operations, Lyndon continued to work in the shop (his last shift was but a week before his death) and was a fixture on the streetcar cleaning crews for a many years. His friends at Como-Harriet will remember Lyndon as a dedicated volunteer who went about his work quietly. The shops were closed in his memory on Saturday, November 8, the day of his funeral, and the Traction Division was well represented at the service. Lyndon designated that memorials be made to the Museum for the benefit of The Campaign for Como-Harriet. To date, that's been \$535.00.

Traction Division holiday party

More than fifty Traction Division volunteers and friends gathered at the Linden Hills Car barn on the cold and snowy evening of December 10. In addition to celebrating the coming holiday with friends, it was a time to celebrate the success of The Campaign for Como-Harriet (see article above) and to recognize our volunteers' achievements. Chairman **Scott Reed**, after updating the assembly on the state of the Museum, came, like Santa Claus, bearing gifts.

The Chair's Silver Rail Award was presented to **Roy Harvey**, a Traction Division fixture, who can be counted upon to contribute 450 hours of time every year. Much of the unheralded work on our facilities and grounds is done, quietly and year after year, by Roy. Also receiving the Chairman's Silver Rail Award was Shop Superintendent **Karl Jones**. Contributing more than 500

hours to Traction Division endeavors, Karl is the glue that holds the Mechanical Department together and spearheads the efforts to keep the streetcars rolling.

Gold-plated bolts and spikes were presented to **John DeWitt**, **Bill Graham**, **Louis Hoffman**, **George Isaacs**, **Dave Kettering**, **Mike Miller**, and **Jim Vaitkunas**, the group that is steering The Campaign for Como-Harriet. These bolts and spikes will be used next spring, when the TEA-21 work is completed, to put in place the last rail, much like the Golden Spike that completed the first transcontinental railroad in 1869. We expect, however, that the completion of the TEA-21 work won't be accompanied by nearly as much drunkenness!

Excelsior Streetcar Line joins Traction Division family

With the merger of the Excelsior Streetcar Line into the Traction Division, approved by the Museum's Board in December, there'll be a general review of ESL fares, maintenance and operating procedures, and schedules. With respect to maintenance and operating procedures, look for closer integration with existing Traction Division procedures. We'll examine the fare structure, including implementing the season pass that's been so popular at Como-Harriet, and the new day passes and multi-ride tickets being introduced at Lake Harriet this spring, lengthening the season as we have at Lake Harriet, changing the hours, including better coordinate with the Minnehaha's arrival and departures, and planning more promotion, including to steamboat passengers, all to stimulate anemic ridership and increase revenue.

New Fare, Pass, and Ticket Policies

With ever-rising costs, the Traction Committee reluctantly has raised the basic fare from \$1.50 to \$2.00 -- still a great bargain. There will be several new options for frequent passengers in addition to the popular Season Passes (raised \$2.00 to \$24.50 for members and \$4.00 to \$49.00 for non-members). For those passengers who want to take multiple rides in a single day, there's the \$5.00 Day Pass. And for passengers who aren't quite ready for a season pass, there's the 10 Ride Ticket and the 25 Ride Ticket priced at \$17.00 and \$43.00 respectively (just under \$1.75 per ride). Volunteers will continue to ride for free with their Qualification Card, Volunteer Pass, or Lifetime Pass. And

Car 78 approaches the Morse Avenue grade crossing. ESL tracks pass through the Lyman Lumber parking lot. Wendy Dunham photo.

members will have limited free rides with their new membership card. Other than the basic \$2.00 token, none of these cards, passes, and tickets will be valid on Memorial Day or for special events like the Halloween Ghost Trolley.

Edina Historical Society Exhibit

We were recently contacted by Marci Matson, the new executive director of the Edina Historical Society, about collaborating with the Society on an exhibit highlighting streetcars in Edina. This would, of course, be the France Avenue portion of the Como-Harriet line from 44th to 54th and France and the Hopkins and Lake Minnetonka lines along West 44th Street. **Aaron Isaacs** had already lent the Society the Museum's entire photographic collection of streetcar photos in Edina. Now we're discussing artifacts and hardware, including the mockup trolley front at Jackson Street Roundhouse, in an attempt to make the exhibit interactive and meaningful for those who don't remember the trolleys on France Avenue South and along West 44th Street. Already, the Society's newsletter has plugged the Como-Harriet Streetcar Line book. It and our brochure are available at the Society's museum. Look for an August 2004 opening.

You can visit the Society's museum, located at 4711 West 70th Street in Edina, on Thursdays from 9:00 a.m. to 12:00 Noon and on Saturdays from 10:00 a.m. to 12:00 Noon. You can also tour the museum by appointment; please call 612-928-4577.

Mechanical Department Update

Fargo and Moorhead Street Railway Company Birney streetcar #28, acquired recently on eBay, was moved from its northwestern Minnesota home to its new temporary home, volunteer **Ken Albrecht's** North Mankato-area farm on October 17 and 18. Here's how it happened: On Friday, October 17, workers tore out all the extraneous interior wood and the false roof and removed the window sash and other parts. By late afternoon, the body was on cribbing way, way up in the air and ready for the trailer. The trailer deck was 39 inches high, which requires the bottom of the two switch ties supporting the body to be about 42 inches high. Adding 10 inches for the



ties and blocking meant that the bottom of #28 was about 52 inches high. Fortunately, it was a calm night on the prairie. The next day, the trailer from R&R Contracting arrives and #28 was gently lowered. By mid-morning, #28 was secured and the group was on the road, arriving at Ken's farm in mid-afternoon. Thanks to **Ken Albrecht, Bill Arends, Mark Digre, Bill Graham, Scott Heiderich, Clark Hoffman, Phil Settergren, Jim Vaitkunas, and Jim Willmore** for their hard work and to Ken for making temporary space available for this rare artifact.

The final cost of the move is about \$500.00, below cost thanks to the great generosity of **Bill Reimer** of R&R Contracting. So the total cost of this project so far (acquisition on eBay and transportation to North Mankato) has been not quite \$1,500.00 -- not one cent of it paid from general Traction Division or Museum funds in these tight financial times. All of it has been donated by generous Traction Division volunteers. If you're interested in helping to defray the cost of this move and in seeding the restoration fund, please send your donations to:

Birney No. 28 Fund,

Jim Vaitkunas,

155 Chaparral Drive,

Apple Valley, Minnesota, 55124-9774

Checks should be made payable to MTM. Please remember that all donations to the Museum are tax-deductible.

Traction Division crews have been busy at the Excelsior Car barn working on TCRT #1239. The rear steps are fully attached and the rear gates are installed but the actuation mechanism needs to be

fabricated. **Ken Albrecht** and **Jim Willmore** are working on this project. The front and rear bumpers and fender are complete but the fender needs to be painted. Electrically, the line breaker has been remounted and needs functional testing, after which the safety cover will be fabricated and installed. **Neil Howes** and **Keith Lindberg** are working on this project and, after testing, will determine if we need to build an arc chute or not. The air compressor is mounted and tested. The safety covers on the grid resistors are installed. Look for #1239 in service next May when the Excelsior Streetcar Line opens its 2004 season.

With #1239 substantially completed, work has started on Winona #10. Because the Winona #10 Fund is pretty depleted and because it'll remain in the "cold barn" at Excelsior, work will progress slowly and on less expensive projects - primarily removal and refinishing and restoration of removable parts like the folding doors, interior woodwork, molding, and window sash. Look for a special fund drive to jumpstart work on #10 sometime in early 2004. The biggest expense will be refurbishing the two 600-volt motors and fabricating the twelve walkover seats. The former is estimated to cost from \$10,000 to \$30,000 and the latter about \$6,000. The practical advantage to #10's return to service is the expected reduction in power costs -- it'll be used on weeknights, before Memorial Day and after Labor Day, and for smaller charters in that it draws far less power than our other streetcars. If you're interested in helping to jumpstart this important restoration, please send your donations to:

Winona No. 10 Fund,
Jim Vaitkunas,
155 Chaparral Drive,
Apple Valley, Minnesota, 55124-9774

At the Linden Hills Carbarn, early winter work focused on TCRT PCC #322. This work included rebuilding the front truck swing link and bearings, changing the motor-generator set and installing coupling diaphragms, completing the HB Life Guard installation, securing the farebox better to prevent swiveling, removing the rear gong and polishing parts, and working on the gear clamping of the shaft of the rear section of the front door.

The Traction Division is doing its share to reduce Museum's expenses during this time of tight cash by canceling Wednesday night work sessions to reduce electricity and natural gas costs and generally reducing the temperature in the carbarn. Wednesday sessions have returned by the time you read this. News of the closure brought in donations totaling nearly \$600.00 at press time. Linden Hills Shop forces also installed a programmable thermostat to further reduce natural gas usage. Tuesday and Saturday morning work crews continue, albeit with the temperature a little lower.

Passenger Traffic Department Update

The Passenger Traffic Department is a reincarnation of the General Services Department. While it includes almost all of the former General Services Department's functions, the focus has been changed to ways of increasing ridership and revenue. In addition, longtime General Agent **Louis Hoffman** will step down but will remain active in the new Department's activities. The new Passenger Traffic Manager will be **Rod Eaton**.

Listed below are the ideas and project areas that the new Department intends to focus on. It's ambitious and we don't expect to do everything, certainly not all at once or even anytime soon. But the more people who pitch in to help, the more that we can do -- and the more people who ride the Como-Harriet Streetcar Line. That's good for the Traction Division and for the entire Museum. How about pitching in?

Wider brochure and poster distribution in the neighborhood and beyond.

Wider promotion of charters to child care centers, class reunions, community education, schools, senior citizen groups, and the like.

Fundraising to allow us to offer reduced-rate and free charters to deserving organizations -- the Traction version of the Steamboat Division's GEAR ("Give eEm A Ride") program.

Development of professional-quality curriculum materials to transform charters into a true educational experience -- and increasing their marketability to schools.

Increasing special events like the Halloween Ghost Trolley.

revenue passengers. Finally, the number of revenue passengers remained in the 70 to 75 percent range, higher than in year's past even with season passes.

Another interesting statistic, after a slow start charter numbers actually increased over 2002. Much of the increase is as a result of late summer and fall bookings, which is unusual. We also saw an increase in the number of kid's birthday parties and weddings (two on October 11 alone!). Thanks to

Bernie Braun, Scott Heiderich, Jerry Olsen, and Carl Wessel for being our Traction "best men". So despite losing some of our non-profit and school customers to a weak economy and a lack of funding, it appears that we're doing better with birthday parties and weddings. The Halloween Ghost Trolley was one of our

Final ridership statistics for 2003

	Psgs.	Tokens	Charters No.	Charter Psgs.	Total Psgs.
May	5,453	4,118	4	70	5,523
June	7,047	5,139	11	558	7,605
July	8,401	6,584	9	329	8,730
August	7,889	5,923	8	305	8,194
September	3,201	2,291	7	170	3,371
October	1,638	1,322	3	80	1,718
Halloween	2,646	2,506	0	0	2,646
November	457	263	3	98	361
Total	38,244	28,146	45	1,610	39,854
#265	18,909	13,666		(81 service days)	
#322	4,697	3,754		(31 service days)	
#1300	14,559	10,726		(72 service days)	

Here are some specific jobs that we need help with: Brochure and poster distribution, Charter promotion, Charter fundraising, Development of curriculum materials, Merchandise manager, Special events management. If you can help, please let us know.

Ridership, although not as robust as in years past, is holding its own, increasing slightly from 2002. Thanks to weekend operations in May, daily operations starting in mid-May, Memorial Day operations in cooperation with Lakewood Cemetery, weeknight operations in early September, November operations, "Early Bird" holiday specials, and the wildly successful Halloween Ghost Trolley, we've managed to staunch the decline in ridership and keep revenue strong. The fare increase and the Passenger Traffic Department's activities should help too. November ridership, although low, was hindered by the weather. Not that we expected great weather. But, if you remember November, there were lots of 50 degree days -- and one 60 degree day -- midweek! It also appeared that many November riders were season pass holders because of the low number of

best yet with 2,646 passengers (2,506 tokens), 2,140 passengers (2,059 tokens) on the first Friday, Saturday, and Sunday alone, an average of 713.3 passengers (686.3 tokens) per night! The total deposit was \$6,233.40, with \$5,215.65 for the first three nights alone!

	Passengers	Tokens	Trips	Cash
Friday	769	740	16	\$1,815.30
Saturday	745	713	16	1,719.30
Sunday	626	606	12	1,681.05
Friday	506	447	13	1,017.75
Total	2,646	2,506	57	\$6,233.40

The planned Christmas Santa Trolley was cancelled because of lack of volunteers. However, we're hoping to expand next year's Halloween Ghost Trolley to include a daytime Pumpkin Patch Trolley. We're also considering a less labor-intensive Christmas-themed event for next December and, if the PPT is successful, an Easter Bunny Trolley in the spring of 2005. But, as noted earlier, this needs volunteers.

The new Park Board-installed signs mentioned in the last Minnegazette are up at both the Linden Hills Station and

the Minnehaha Depot. These are among the many new signs of an attractive new design that are replacing the old brown wooden signs throughout the system. Many thanks to the Park Board and especially Special Projects Coordinator **Mary Barrick** for remembering the Museum's two exhibit sites located in the Minneapolis park system.

We hosted a group of engineering students from the University of St. Thomas in October led by volunteer **Dennis Stephens**. The group arrived in a Museum bus driven by Classic Bus Division Superintendent **Ken Luebeck**. The group visited the Hiawatha Line's Operations and Maintenance facility first where they were hosted by Carl Wessel, volunteer and traction power engineer for the Hiawatha Line. After seeing state-of-the-art technology, the group then visited Como-Harriet to see the technology that made it all possible more than a century ago.

On November 8, we also hosted a team from the Minnesota Historical Society which is putting together the Society's "Going Places" exhibit on transportation that opened in January at the Minnesota History Center. They were on hand to interview our volunteers and our passengers, especially focusing on those who experienced the TCRT days and can make a connection between then and the new light rail era that starts this spring in Minneapolis. **Aaron Isaacs** was a featured speaker at the exhibit opening and is speaking on 1940s streetcars in March. Please be sure and check out this great new exhibit.

Twin City PCCs in the News

Although they departed the Twin Cities in 1953, the seemingly immortal TCRT PCCs continue to make news. The last 25 active cars were retired in 2003 and stored at the Newark Subway's new LRT shop. One of them, #14 (TCRT #313) was leased by San Francisco Municipal Railway for use on its wildly popular F Line, serving Market Street and the Embarcadero. The lease caused Muni, which is short of operable heritage streetcars, to begin negotiating to purchase more from Newark. The negotiations went on for months and resulted in the purchase of 15 of the remaining 24 cars.

They will receive a limited rehab. The front doors will be reversed to prevent them hitting station handicap access ramps, a front trolley pole will be installed for short backup moves, and Muni signals, radios and fareboxes will be installed.

Following a popular F Line practice, the cars will be repainted in color schemes worn by PCCs in other North American cities. Included among the liveries will be Twin Cities yellow, with color, lettering and logo assistance from MTM.

The remaining nine Newark cars will remain in storage indefinitely. Three are promised to the developing New Jersey state railway museum in Phillipsburg. A couple will remain on the Newark subway for ceremonial and charter purposes. The fate of the others is unclear.

The other surviving group of 12 TCRT PCCs faces an uncertain fate. These cars were originally sold to Shaker Heights Rapid Transit in

Cleveland, where they ran until the late 1970s. Stored outside for several years, they were sold to the transit authority in Buffalo, NY, which planned to rebuild them for a new LRT line. Those plans never materialized and they were resold to the Brooklyn Historic Railway Association, a non-profit attempting to build a heritage trolley line along the East River waterfront. That project stalled for lack of funds and has ended. Orders have been issued to evict the cars from their leased storage site. It is unclear if they will be scrapped or sold. Stay tuned.

Meanwhile, car #416, which MTM sold to Shore Line Trolley Museum in New Haven, CT, has been placed inside a car barn and is slowly being rehabbed.



Once again the Halloween Trolley was a success, with long lines and more revenue than any previous year. Wendy Dunham photo.

Halloween Trolley haunters Karen Digre, Breanna Olson and Dominic Marone. Bill Graham photo.



Young volunteers (and some older ones) make Halloween Trolley

-Bill Graham

Haunted Trolley Halloween operation was boosted by a wealth of new spook talent. Neighborhood actor **Dominic Marrone** appeared for his third straight year in deathly gray with a large screw appearing to pass all the way through his cheeks. **Breanna Olson** appeared as a vampire, while **Karen Digre** (daughter of MTM'ers **Mark and Mary Ellen**) appeared as a green and menacing witch. High schoolers **Jamie Wynn** did a fabulous and very convincing werewolf character, while his friend, **Lauren Long**, provided elegant counterpoint as the cat lady. These young people provided some of the best spookery of any of MTM's Halloween events, and we owe them a debt of gratitude. At the Lakewood Cemetery stop, a headless motorman character, provided by MTM'er **Dave French**, had the passengers in stitches. Wearing two sets of football pads to obscure his head and an ice cream bucket festooned with stage blood as the stump of a neck, the headless phantom searched through passengers purses and under seats, as well as several heads and arms from CHSL's "lost and found department" looking for his own missing head. It was Dave's valedictory performance which drew him rounds of applause on every trip.

Excelsior Streetcar Line report

-Bill Graham

The streetcar restoration group decided in December to keep TCRT 1239 in the warm workshop over this winter so that the gate opening mechanism can be finished. The car, otherwise, is restored and is expected to begin regular service at Excelsior this Spring.

Ken Albrecht designed and fabricated the gate opening mechanism. It consists of a school bus-style lever near the motorman's right hand which pulls or pushes a long rod under the floor connecting to the pivot post of each rear boarding gate. There is no power assist like on our other standard car, and it's a lot of steel to be moved by hand. Ken has devised a series of rollers on which the connecting rod will ride which should reduce friction to near nothing. The original TCRT gate mechanism supported the long activating rod in a series of grease-filled sheaves. These can be seen in old photographs along the bottom edge of the car on the gate side. Motormen of old probably had sore arms at the end



The Minnehaha Depot sports its new Park Board sign. Louis Hoffman photo.

of a long day on the platform, but our 1239's gates will operate smoothly and easily.

The restoration group also decided to begin tear-down work on the next major project, Winona single-truck car No. 10. Since this car must remain in the cold barn until Spring, the window sash and woodwork has been dismantled and transferred to the warm workshop for stripping and refinishing. Winona 10 boasted at least four paint schemes during her service life, and since the previous owner painted the whole interior in a horrendous red, the workers must take care to expose and record colors and finishes for the future. It appears that 10's woodwork was done in a dark, cordovan red finish similar to that of Duluth Street Railway No. 78.

Some of the original chrome yellow exterior paint from the builder remains and will be recorded for posterity. Conversations continue as to whether 10 should look like another Twin City Lines product, or perhaps carry its 1930's color scheme of Omaha orange and maroon. The latter would make it look like a very small adjunct to the Milwaukee Road's 1934 Hiawatha streamliner, a paint job that draws many MTM hearts to rhapsodic gush and which no doubt inspired the company's choice. No decision has been made as yet.

The restoration committee also decided to try to replicate the car's original truck, a St. Louis Car Company type 46, at least one of which still exists in other museum collections. Drawings

have been obtained from the St. Louis Car Company archives. **Ken Albrecht** and **Jim Willmore** have inquired about the costs to fabricate the frame and obtain wheel sets, motors and fittings to complete the project. The initial estimate is that cost will be close to that of refurbishing the Brussels Brill 21-E truck originally intended for Winona 10. That truck sat outdoors for many years before MTM acquired it and probably would require full rebuilding of the traction motors.

Help on Winona 10 is welcomed and encouraged. Please call **Bill Graham** (952-435-9724) if you want to get your hands into this project. We're all amateurs, so new-comers fit right in.

RAILROAD DIVISION REPORT

-Dick Kolter

The 2003 season for the Railroad Division ended quite successfully in spite of the difficult financial times experienced by all of the museum divisions. The trains operated all season without any mechanical delays or any accidents. Ridership and revenue showed increases over the previous year. The winter maintenance season has found a couple of extensive projects going on at the roundhouse.

Major work projects for winter 2003-04 at the roundhouse are coach 1096, combine 1102, baggage car 265, and locomotive BN6234. Coach 1096 is one of the streamlined cars used at Osceola mainly for its equipment to enhance

passenger comfort. It is one of the air-conditioned cars with rest room facilities. Consequently it is used quite regularly. Since it was designed for air-conditioning it has sealed windows which are supposed to be rain tight. However, it has been discovered that over time the rubber seals around the windows have hardened and deteriorated enough so that water has been allowed to leak in and run down inside the walls. Where this has occurred, rust damage has been discovered that must be repaired. Also the water entering the wall compartment has filtered down to the floor and caused severe damage to large sections of the floor support, which also will be repaired. When the metal repair work is complete new windows and gaskets will be installed.

When the car was first brought into the shop all of the windows were removed and taken to the work area of the machine shop where the old glass and gaskets were removed from the frames and the frames were cleaned. Although some of the glass appeared to be OK, there was a very noticeable difference in color, from one pane to another. Much of the expense of this repair has been paid for with donations from two of the volunteers doing the work, **Eric Hopp** and **Jon VanNiewaal**. It is hoped that all of the work can be completed before the start of the 2004 operating season. Volunteers actively working on this project are **Greg Federly, Jon VanNiewaal, Barb Drufee, Ted Hotvedt, Eric Hopp, Art Nettis, Mary Ann Hopp, Debbie Wood, Mark Keech, Kurt Mahre, Bob Howkins** and **Richard Kasseth**.

Also scheduled to be completed before the start of the 2004 season is the restoration of the baggage car 265. Work on this former Great Northern car began a year ago with the repair of the outside of the car. At that time all of the rusted exterior sheet metal was removed and replaced. The frame was sandblasted and painted black, and exterior was painted in the Great Northern color scheme. This winter the floor has been replaced with new 2 X 10 planks, restrooms are being installed in one end, a generator will be hung under the car. The brake system has been entirely renewed. Some time before operation of the car the wheels will be reshaped to original specifications by an outside contractor with wheel turning equipment. Several volunteers have regularly worked on this restoration, including **Kurt Mahre, Bill Pfannes, Eric Kallas, Roger**

Johnson, Larry Kytola, Mark Keech, Jon VanNiewaal, and Dick Kolter.

The newly acquired BN SD9 locomotive 6234 is undergoing careful scrutiny for any problems other than the known main generator problem. Except for the generator, the engine seems to be in fine shape. Plans are to get the engine to serviceable condition for the start of the 2004 season. Painting the unit is a high priority item that may be difficult to work into the schedule this winter. Regularly working on this unit have been **Phil Wellman, Bob Hawkins** and **Dan Goebel**.

The steam crew has been steadily working on restoration of the NP2156. Volunteers have included **John Oliver, Mike Gamble, Ray Carr, Richard Solstad, Mike Dorn, Dave Wantz, Jim Grunett, Lee Tuskey, Mike Matson,** and **Ron Beck**.

Reviewing the 2003 season

By most measures 2003 was a successful season for the operating railroad at Osceola. After a downward trend in the last few years, the passenger count and revenue totals for 2003 showed an increase of about ten percent. Trains serving food contributed significantly to the revenue totals this year. Pizza trains again were quite popular. The dinner trains and first class car did not fill up but continued to be profitable. Early season charter numbers were down, probably because schools were on more limited budgets this year and our early charters are

primarily school groups. During the peak of the leaf season there were several days that we used all of the coaches and some of those days found all seats taken.

Operationally the season was a safe one with no accidents and no equipment problems. We kept three locomotives at Osceola all season because this year we ran some of the food trains simultaneously with the regular train. The third, or spare locomotive, was never needed. Running two trains at the same time gave the crews operating experience that they had not had before.

Off season activities

The Railroad Divisions annual business meeting was held on November 8, 2003 at the roundhouse. Two positions on the board of directors were up for election this year. **Kurt Mahre** was re-elected for another three-year term and **Phil Wellman** was elected to fill the position held by **Eric Hopp** who was not eligible to run for re-election. The election of the division superintendent is done annually and **Dick Kolter** was re-elected. Museum finances and fund raising were discussed at this and two other meetings during the month of November. Several ways to raise additional revenue were discussed and a number of people volunteered to work on these projects over the next several months.

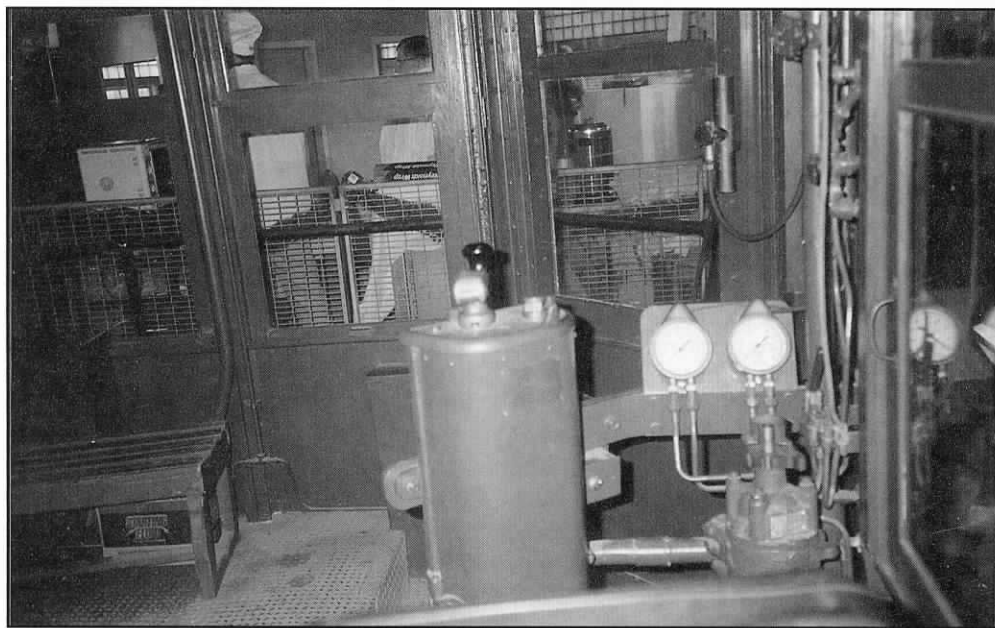
Caboose rides for visitors to the roundhouse museum are again being

Car #1096 is in the shop to get new windows. This car was built for the Chicago & North Western with lightly tinted glass and window blinds. Later, in an economy move, the railroad removed the blinds and replaced the windows with dark green tinted glass. The new windows will be much lighter. Aaron Isaacs photo.





Here are some of the vehicle interiors you can view at Jackson Street Roundhouse: Northern Pacific caboose #1631, the engineer's compartment inside Dan Patch locomotive #100, and two views inside the private car Gopher. Aaron Isaacs photos.



GP7 #559 brings a fall colors run into Osceola. Louis Hoffman photo.



provided this winter on Saturdays. The normal consist for this operation is Andersen locomotive 3110 and caboose SOO31 but on December 6 the combine car 1102 was added to accommodate larger than normal crowds attending that day for the arrival of Santa Claus.

A social and recognition event for the Railroad Division was held on November 22 at Dresser. This year's event was more informal than some of those held in past years when financial conditions permitted the funding of the event. Last year, to conserve money, no recognition event was held so this year a number of the active volunteers working the trains decided to organize an end of the season social event that would be paid for by those attending. It was decided to hold the event at the Pizzeria Restaurant in Dresser because that restaurant was a primary supplier of the food for our trains and we liked their service. **Pat Kytola** took care of rounding up some attendance prizes and handled reservations. Over 50 people attended and safely made their way home in a snowstorm. MTM Chairman **Scott Reed** presented service awards to **Pay Kytola**, **Bill Phannes** and Division Superintendent **Dick Kolter** thanked everyone for volunteering and commended them on the good cooperation and effort that has been seen throughout the difficult economic times.

Plans for next season

The operating schedule for the 2004 season will be expanded to start earlier in the season. One of the revenue increasing suggestions made at the November meetings was to try to operate during more of the year. Starting the season earlier was a logical choice because in May the temperatures are warm and the days are long. We are planning to start with regular operations on Saturdays only, in April, and then expand to both Saturday and Sunday during May. In the past we usually started at the end of May on Memorial Day weekend. Late season operation beyond our normal end is being discussed and may be tried if we can make enough equipment serviceable in freezing conditions. We are currently studying ways to heat some of the coaches and ways to prevent locomotives from freezing. The extended season operation will be carefully monitored this year so a decision can be made for similar operation in the future. Making the equipment available for operation in cooler weather also increase the options

available for potential charters.

Some new things will be tried for the food train operation in 2004. All of the food operations have been profitable so we will try to improve without altering what works. Friday fish fries are popular at many restaurants so we will find out this season if they will work on the train. Plans are not yet complete for a few other special events. The marketing committee tried several different methods of advertising last year and kept track of the response generated by each type. Coupons were used to help track where people came from. We will be able to use the information gained to better place ads this season.

CLASSIC BUS REPORT

-Ken Luebeck

#1399 to roll again for its 50th birthday

GMC bus #1399 will be 50 years old in May of this year. As of the press deadline, #1399 was slated to go into testing of its newly rebuilt engine on Saturday February 14, 2004. While weather may have delayed the exact date, by the time you read this, the bus that started it all should be rolling again. We have lots of people to thank for this. A partial list: **Mike Ondecker**, who secured parts for us; **Phil Epstein**, who oversaw the project for the Museum; **Dave Wantz**, who helped us fabricate a critical part in the machine shop at Jackson Street Roundhouse; **Art Pew** and **Wanda Sims**, who were gracious to let us park the bus near the JSRH building (and who tolerated a couple long delays to the project!); and most of all, **Scott Pieffer** of Lorenz Bus Company. Scott provided needed technical expertise and did the bulk of the work on the project. Now he wants to start work on #1303's engine. Thank you Scott!

Have a group traveling a distance? Perhaps you will want to try Lorenz Bus Company. And don't forget to thank them for their assistance to the Museum. Look for the full story of #1399's rebuilding, including pictures of its first run in a few years in the next Minnegazette.

Details for the celebration and (we hope) media event were not available in time for publication here. Interested? Give us a call (612 490-1003) or e-mail to: ken.luebeck@nazmail.com"

We have always thought that buses are an odd addition to a Museum that started by saving a streetcar. The 50th anniversary of #1399 may be a joyous

affair in one sense. We do not forget #1399's arrival in 1954 sealed the deal on a more somber 50th Anniversary: the last regular run of streetcars by Twin City Lines. Nevertheless, we are a history museum. That is part of the history we are the remembrance for. Look for us to be part of a remembrance of the streetcar in June of this year.

\$5000 in charters booked for 2004

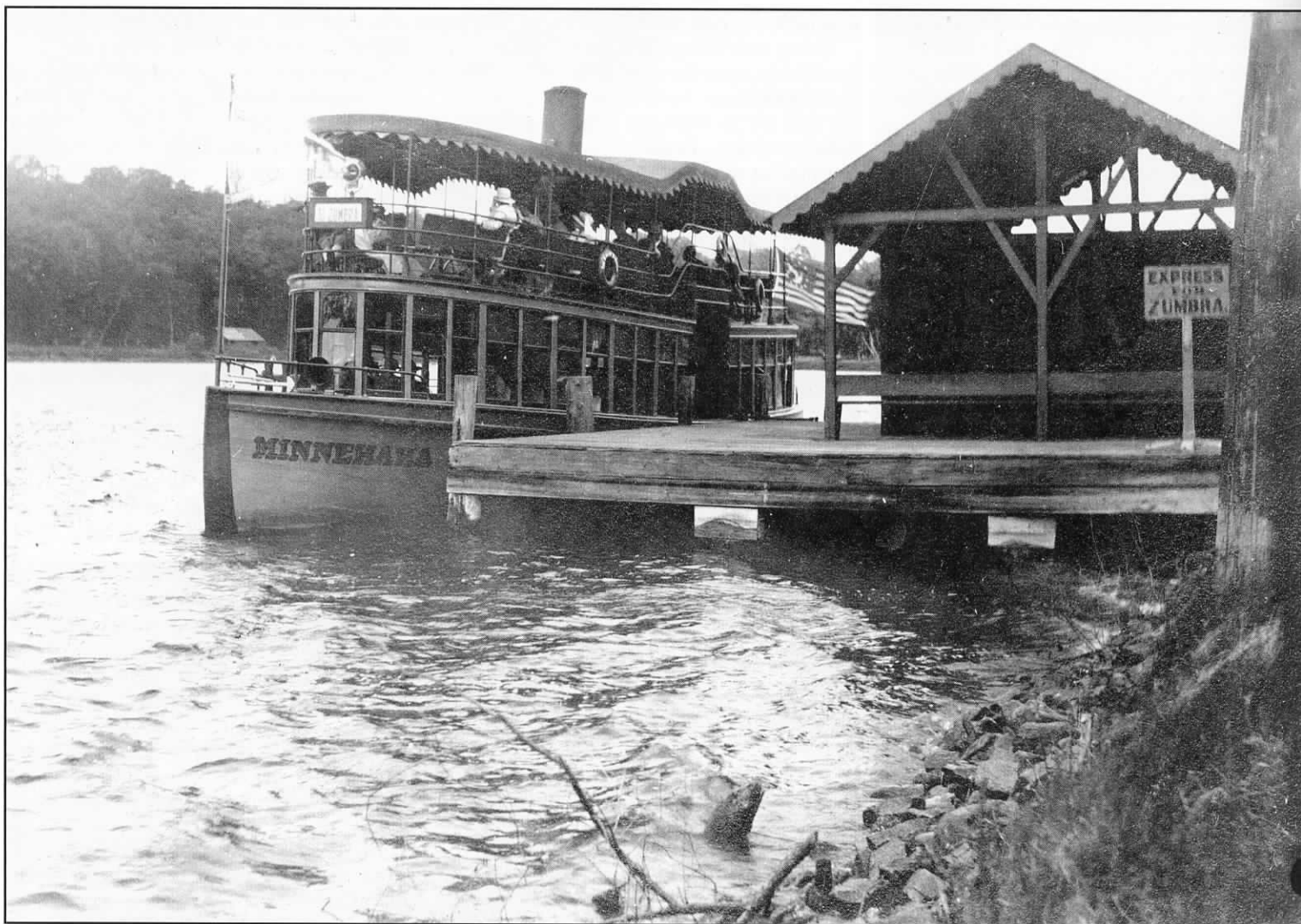
Many of you saw what we could do at the 2003 Thomas Event using buses that were admittedly rough. Now that we have an even better bus, interested patrons are starting to line up to use our buses. Thanks in part to the Chicago & Northwestern Historical Society Convention and the Hiawatha Line 50th Street Station Grand Opening celebration committee, we already have \$5000 pledged.

But to meet our objectives and cover our costs, we need to more people to experience our historic machines. That could be you! Perhaps a group at your church would enjoy an afternoon picnic at Lake Harriet? We'll throw in a chartered streetcar. Or maybe a behind the scenes tour of the LRT Shops interests you. We have connections! While space is limited, we have already done a couple of these tours. The Hiawatha Line is history in the making. Visit the history in the making while traveling in history!

You may have noticed that the events listed above are pretty high profile. Why would they trust a volunteer-based Museum for their needs? Because we can handle it. A little known fact: the ones who run our Classic Bus Operations are veteran transit professionals. One of them actually oversees Metro Transit's prominent Minnesota State Fair service. Though we as a Museum are not big enough to handle it ourselves, we do know how to move 900,000 riders to and from the second largest State Fair in the country. So whether your occasion is as simple as one bus taking people you know to the Minnehaha or as complicated as a convention being hosted by the Museum, we can handle it.

Always looking for volunteers

Consider the benefits of taking a Classic Bus to a car show. Some of you spend hours on your classic car. Steal the show by showing up in a Classic Bus! It will be a challenge, but we are hoping to rebuild one engine and restore the exterior of one bus each year until our fleet is uniformly pristine. We won't be able to do this without your help.



The westernmost point on the lake reached by the express boats in regular service was Zumbra Heights, visited here by Minnetonka. According to Russ Olson, the dock and boathouse originally belonged to Calvin Goodrich, Thomas Lowry's brother-in-law and officer of the streetcar company. Darel Leipold collection.

We now meet most every Saturday at 10:00 AM at the Museum Bus Shops (aka: the back yard of JSRH), rain or shine. Show up and introduce yourself. And especially bring your interested neighbors and friends who might not already be Museum volunteers. Or give us a call (612 490-1003) or drop us an e-mail at ken.luebeck@nazmail.com.

TCRT'S EXPERIMENTAL LIGHTWEIGHTS

-Aaron Isaacs

After their beginnings as slightly enlarged, powered versions of the single truck horsecars they replaced in 1890, streetcars evolved. First they added a second truck, and more than doubled in size. This dramatically increased their capacity and speed, while giving much improved ride quality. Paralleling the trends in steam railroad passenger cars, all-wood

streetcars gave way to wood bodies on steel underframes, then to all (or mostly) steel bodies as well. This last transition took place about 1910-1915.

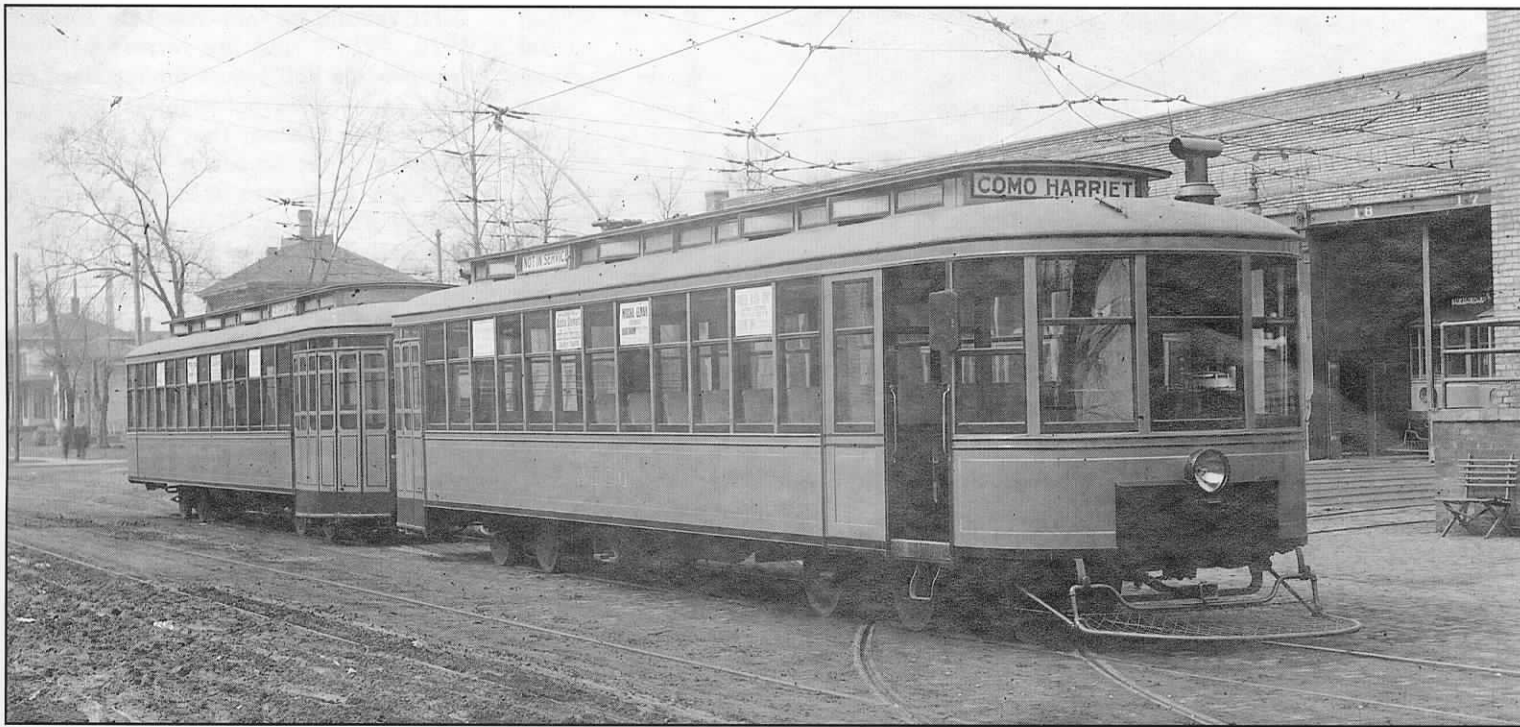
This coincided with the beginning of real competition from the automobile. Streetcar companies began looking for economies, and reducing car weight was where they started. Simply reducing the amount of material that went into building a car saved money, and paid off in reduced electricity consumption, which in turn minimized the need for new power plants. Lighter car bodies required smaller motors, permitting smaller wheel diameters, which in turn allowed floor heights to be lowered significantly, which reduced passenger boarding time, which further reduced cost.

The first lightweight streetcars were built in 1911 for Dallas and soon the trend spread nationwide. Twin City Rapid Transit followed suit, but in its own way.

For all of TCRT's self sufficiency and technical savvy, the company had a strong conservative streak. It kept building new wood bodied streetcars through 1917, long after others had converted to steel. Alone among large transit systems, TCRT never owned a steel-bodied car until PCCs arrived.

A standard Twin City streetcar weighed 41,700 pounds. A typical full size, lightweight streetcar weighed about 35,000 pounds, and almost half of that was in the motors and trucks.

In 1916 TCRT set out to design its own experimental lightweight. Master Mechanic Walter J. Smith came up with one of the lightest designs anywhere, 28,000 pounds. He achieved this by fabricating the body panels from masonite fiber board. He also designed an light arch bar truck with inboard bearings. Where standard TCRT cars were powered by four 50 horsepower motors, the new lightweights carried four 25 hp motors.



**The first lightweight train, cars 2000 and 2000A, as built in 1916.
All photos MTM Collection.**

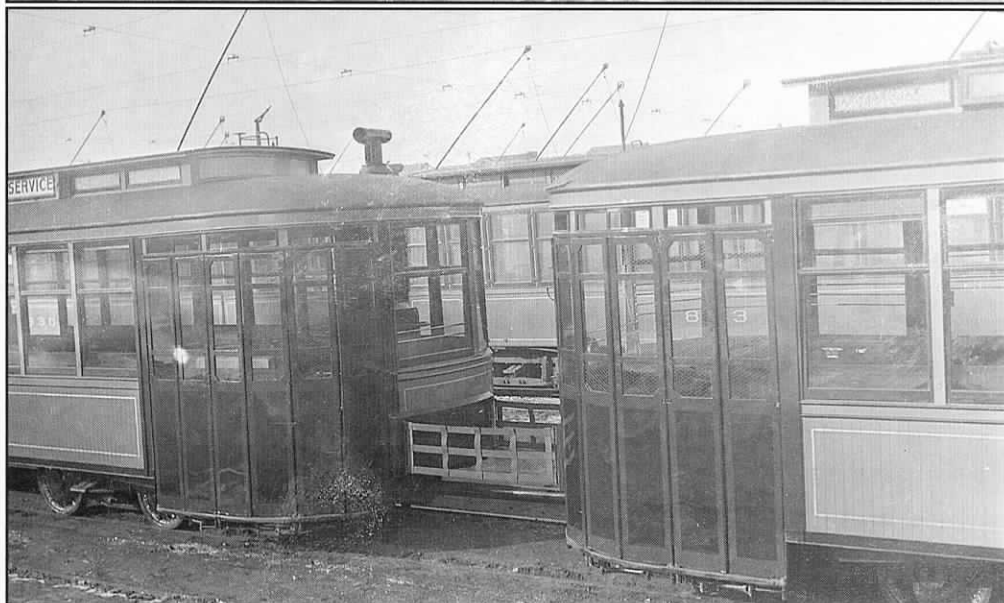
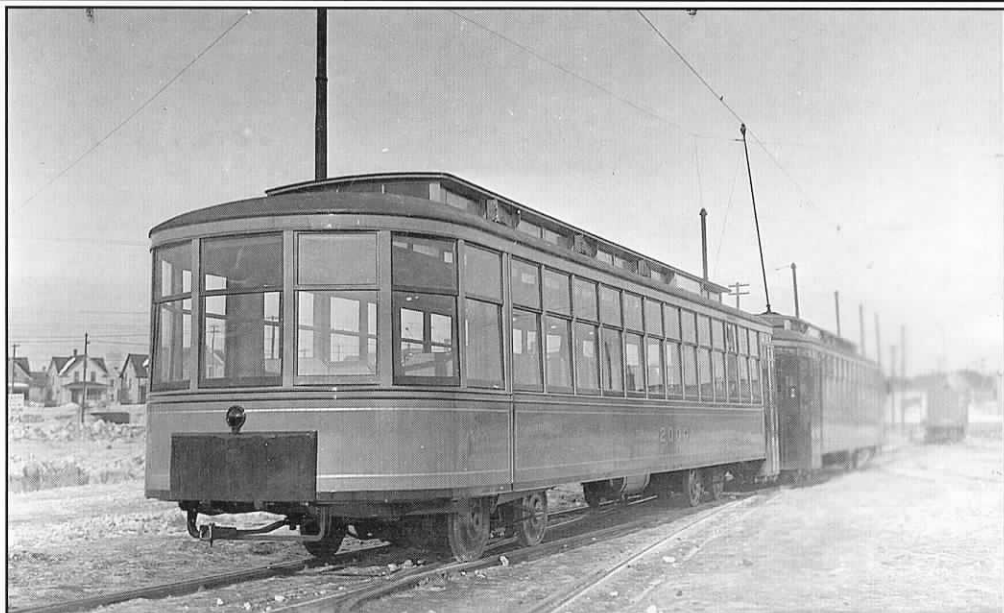
Numbered 2000 and 2000A, the first two cars were actually a permanently coupled train. Ridership across the system was still increasing, and a train addressed the need for more capacity with less labor cost. The front car carried the usual two man crew, but the rear car required only a conductor -- 100 percent more capacity for 50 percent more labor cost.

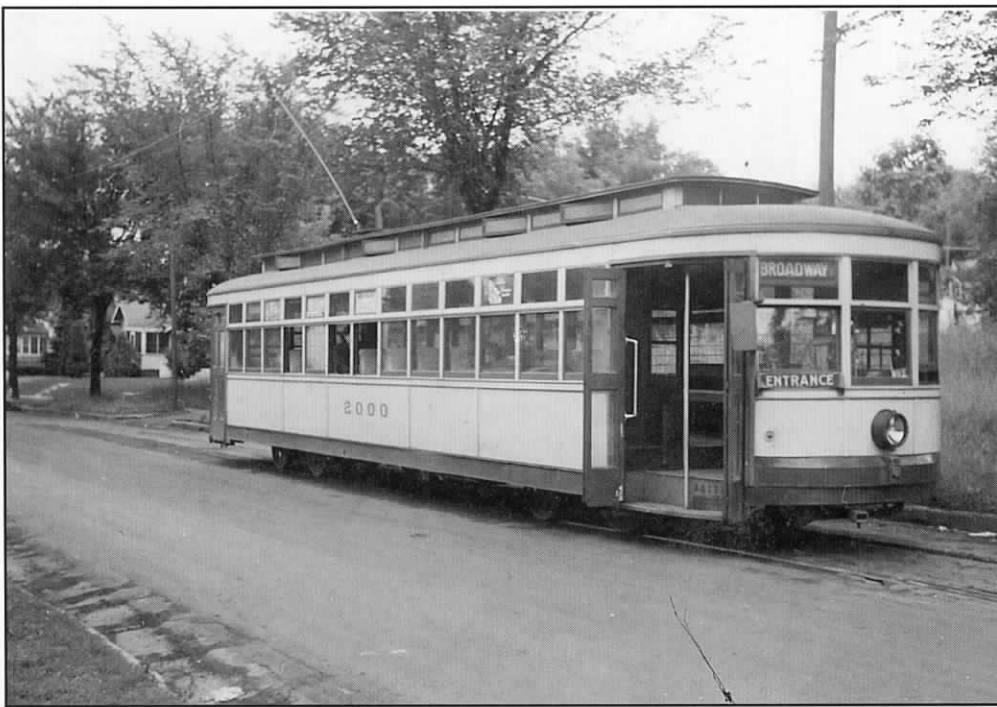
Simultaneously, TCRT built a more conventional two-car train. Standard car #1590 pulled an unpowered trailer, #1590A, built from 1903-built, all-wood car #952. Its controls and motors were removed, and it was placed on the same archbar trucks as the lightweight train, only unpowered. Despite dragging around the extra weight of a trailer with no increase in motor horsepower, the #1590-1590A train won the competition.

All this experimentation bore no immediate fruit. Snelling Shops turned out another 72 standard wood cars during 1916-17. The last one of all was #1855 in October 1917, soon sold to the Minneapolis, Anoka & Cuyuna Range.

In October 1920 #1590 was rebuilt with a front exit door. The following year, 25 permanently coupled trailer trains were built on the model of 1590-1590A. At the same time, #2000 was rebuilt with narrow front exit doors.

No sooner were the standard trailer trains completed, then Snelling Shops built a second lightweight train, #2002-2003. Like 2000-2000A, the pair was





After rebuilding into separate cars in 1928, #2000 and the former #2000A (renumbered 2001) were the remained the only deck-roofed lightweights. Based at North Side Station, they were regularly assigned to the Broadway Crosstown line. #2000 is on the wye at Upton and Golden Valley Road. #2001 is eastbound on Golden Valley Road at Sheridan.

1926. Their roofline was lower than #2002-2003, and they were designed to operate either together or separately from the start. By now the #11 truck had been refined for the last time and designated #12.

The lightweights finally went into production in December 1927. 25 of them were built, numbered 2006-2030, and all were single units. The following year the three experimental trains were separated and all the cars rebuilt to the same configuration and mechanicals as the newest lightweights. #2000 and 20001 (the renumbered 2000A, retained their deck roofs, and #2002 and 2003 their higher arched roofs.

The combination of automobile competition and the Great Depression dramatically reduced ridership and the standard motor-trailer trains were no longer needed by 1933.

The lightweights were never a complete success. They were underpowered, tended to slip during acceleration and lock their wheels when braking. They didn't handle heavy snow as well as the standards. For these reasons they were used on the lightly patronized lines. Nonetheless, they all lasted until 1950 and many until 1952.



The interior view also shows the lack of a motorman's compartment in #2003.

permanently connected and the second car was a powered trailer. The original model #10 archbar truck had been improved and designated model 11. This pair of cars had a distinctive look, with small standee windows and a high arched roof replacing the earlier deck roof. In 1923 #2002-2003 were rebuilt for operation as train or separate cars. #2003 received a trolley pole, controls and a fender.

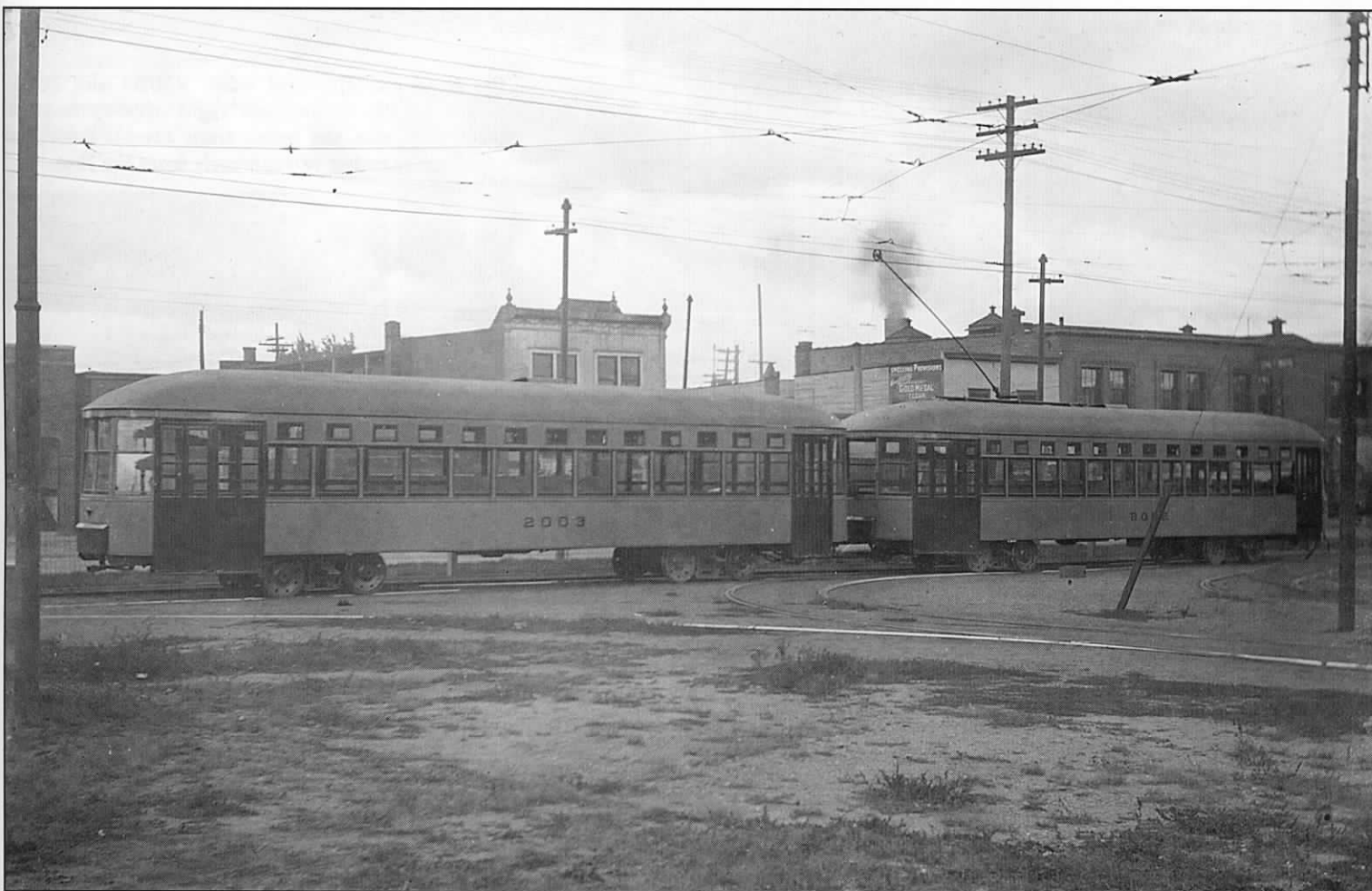
April 1924 saw the construction of short lightweights #1-4, technically produced by the semi-independent Lightweight Noiseless Electric Streetcar Company, which manufactured the lightweight design at Snelling Shops for several other cities. That, however, is another article.

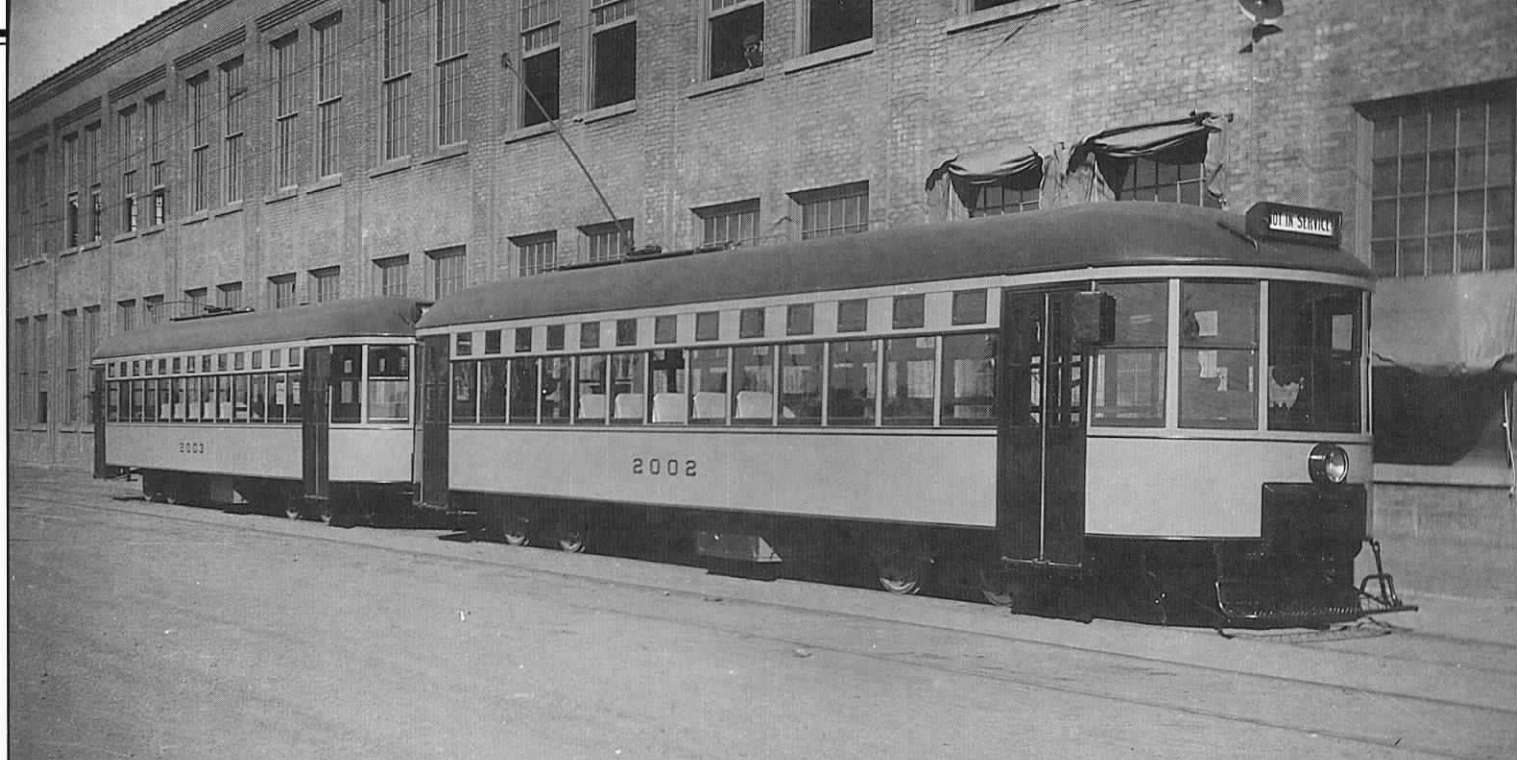
The third, and final, experimental train, #2004-2005, appeared in July



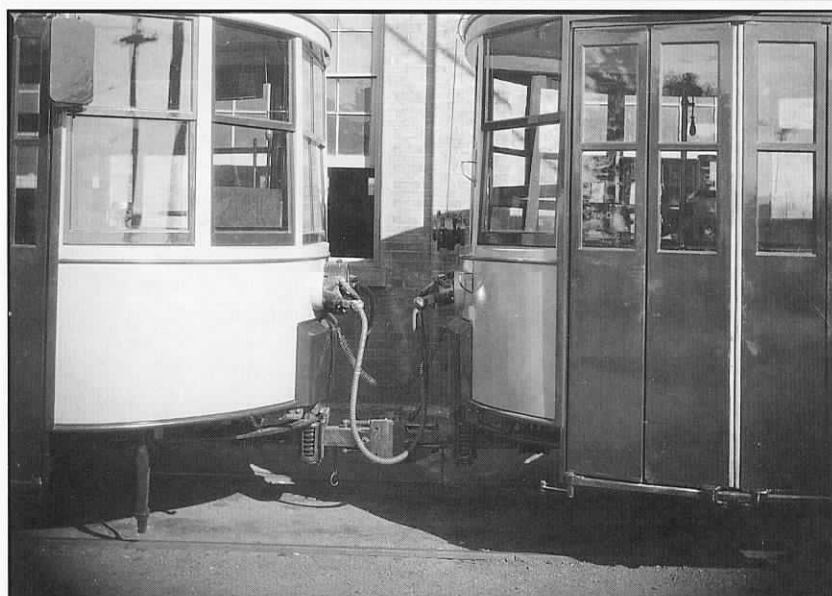


The #2002-2003 train as built in 1921, at Snelling Shops. Note that #2003 has no trolley pole.

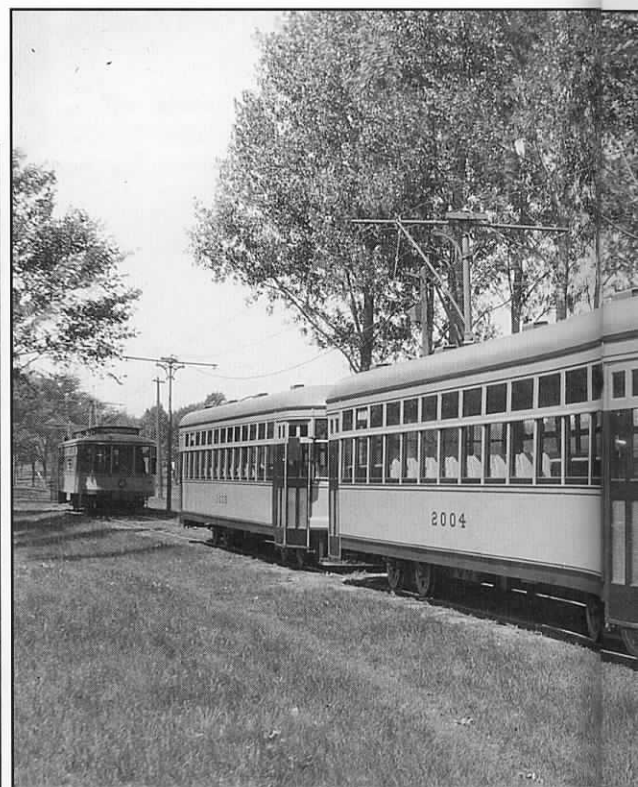
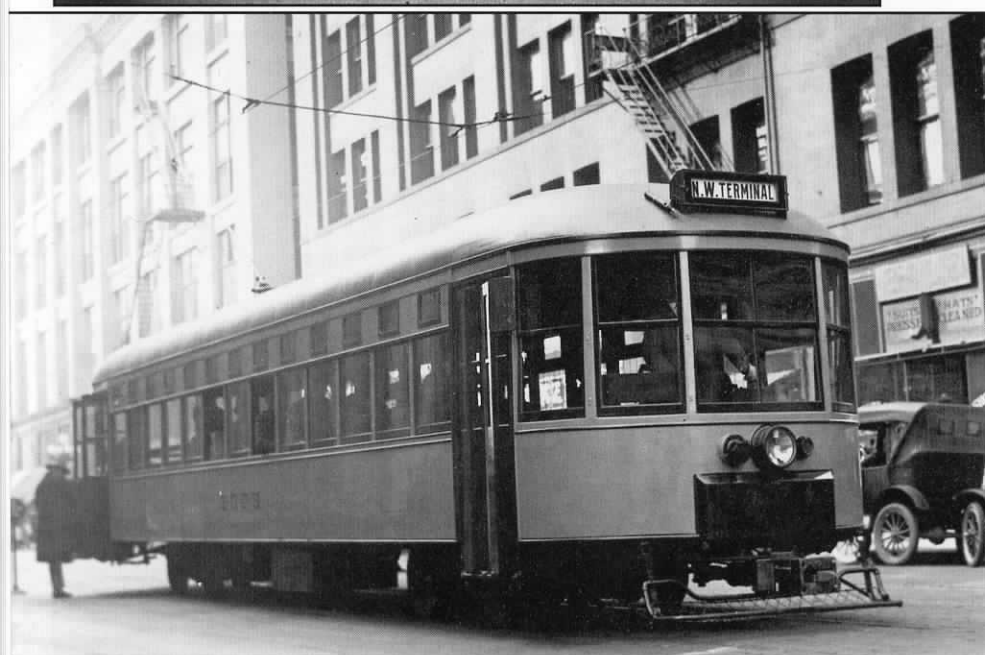


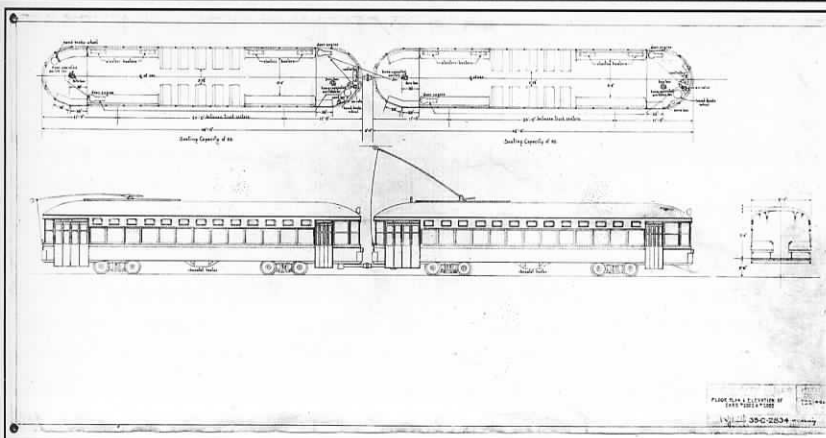


In 1923, #2002 and 2003 were rebuilt to run separately, or as a train. Both received illuminated roof-top destination signs. Couplers and flexible air and electrical busses replaced the original solid drawbar. Note the recepticals on the nose of #2003, running by itself on the North West Terminal line.



The third experimental train, #2004 and 2005, posed on the Como Park right of way west of Lexington (also see inside front cover). Both cars could run together or separately from the first.



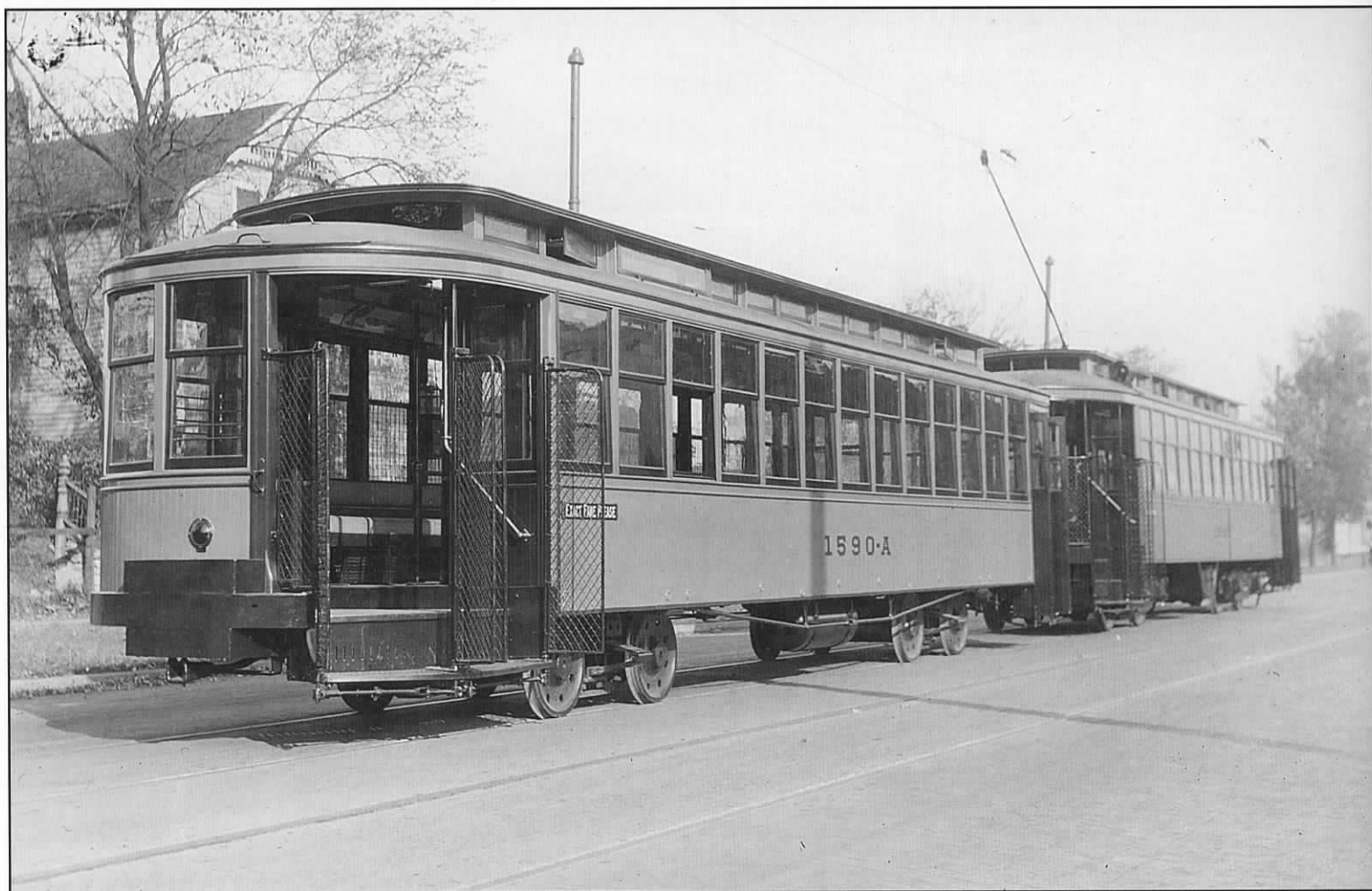


These drawings show #2002-2003 as rebuilt in 1923.

The final rebuilding of #2002 and #2003 in 1928 removed the rooftop destination signs, the MU equipment and widened the narrow standee windows. Left unmodified was the pair's tall roofline, fully a foot higher than the later lightweights. The difference shows in this 1948 view at Snelling. Note also that #2003 has the recent yellow door repaint, while the car at right still has the traditional natural wood finish on its doors.

In June 1926, car #2004 was parked on display at the curb on Robert at 7th Streets. It is not on rails.





The first lightweight train, #2000-2000A, competed against the train of standard car #1590 and its trailer #1590A, rebuilt from older, all-wood car #952 (built 1903) and placed on lightweight trucks. The standard train won, and 25 more were constructed, including #1617-217, pictured at Nicollet Station.





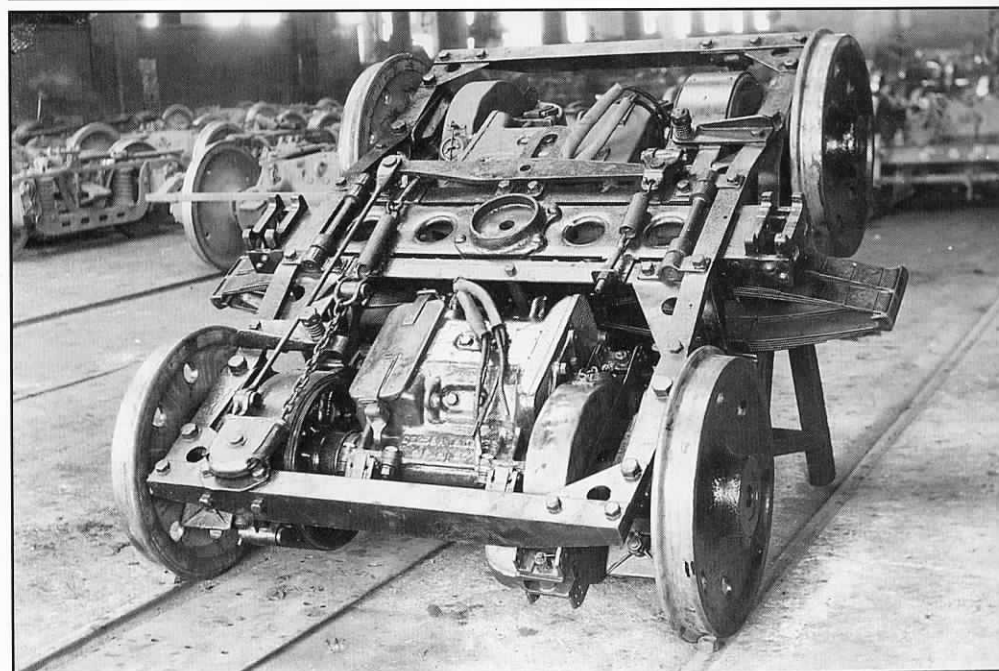
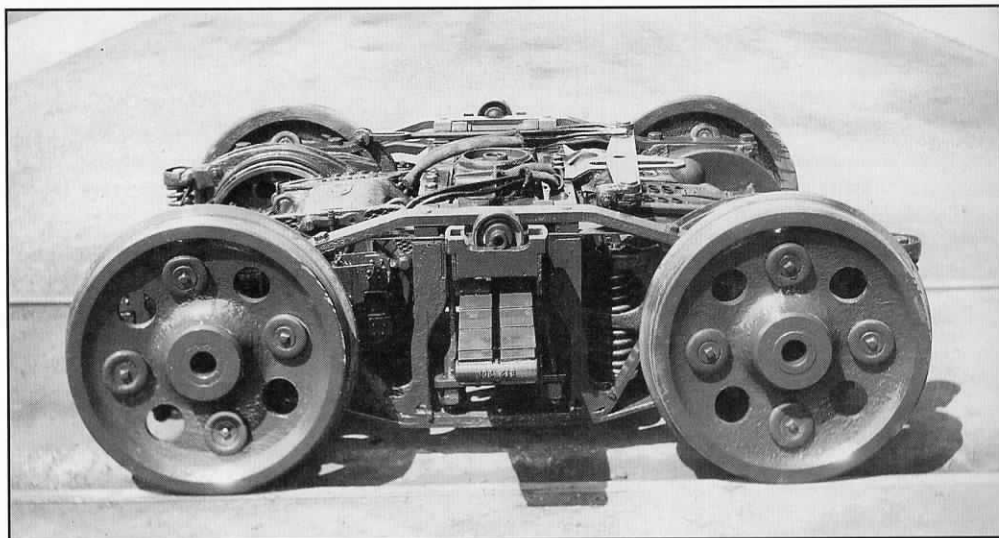
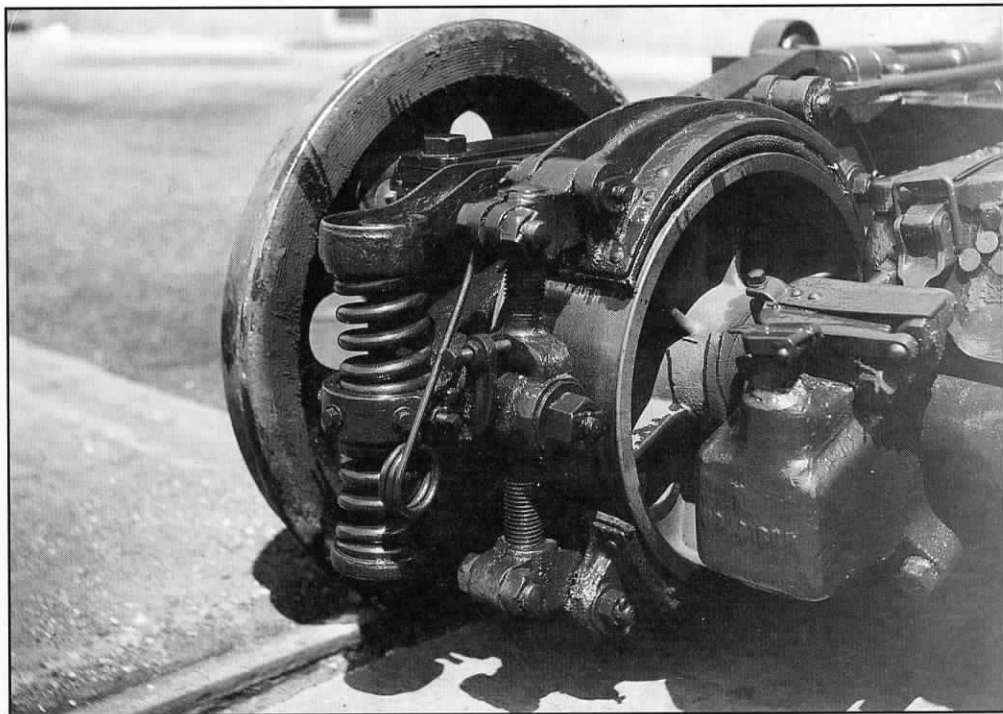
The third train was also rebuilt in 1928, but the differences were much less noticeable. The rooftop destination signs are gone, as is the MU equipment. Little else changed. As rebuilt, they closely resembled the 25 production lightweights, including #2006 below. About the only noticeable difference is the front of the roof slope.





The first two lightweight trains used standard TCRT seats. The third train, and all subsequent lightweights, used these seat frames with built in armrests, although the cushions look standard.

The lightweights all featured this arch bar truck designed by TCRT Master mechanic Walter J. Smith. The standard train trailers used an unmotorized version. Note the automotive-type brakes.



Who Uses the Street Cars?.

Shoppers—because street cars go direct to the shopping centers. A safe, sure ride for a token with no parking worries. Shop between ten and four and avoid the crowds.

TWIN CITY LINES

THE TRADE MARK OF A PRISM

Experimental lightweight train #2002-2003 appeared in a series of streetcar ads. MTM collection.

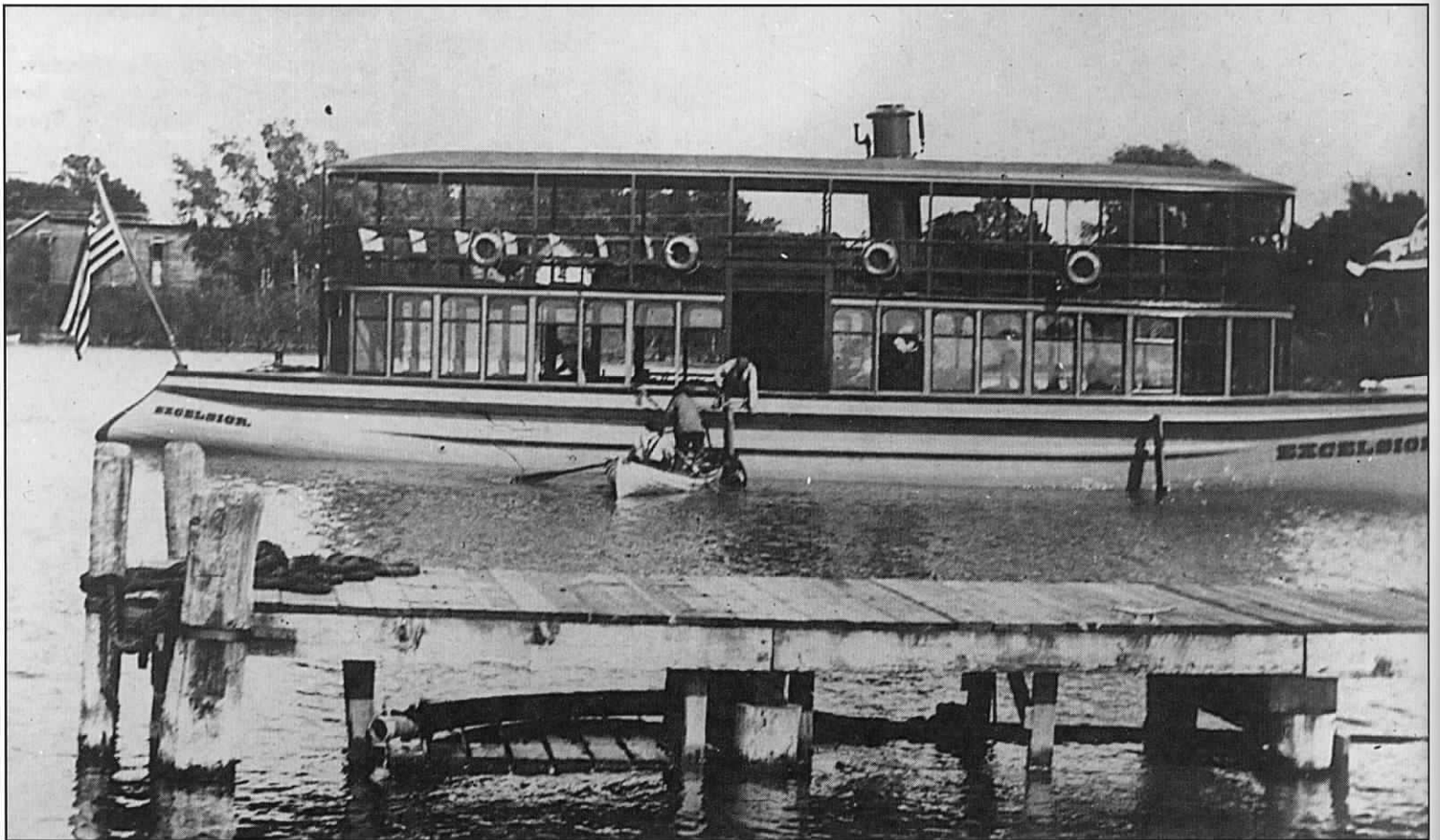


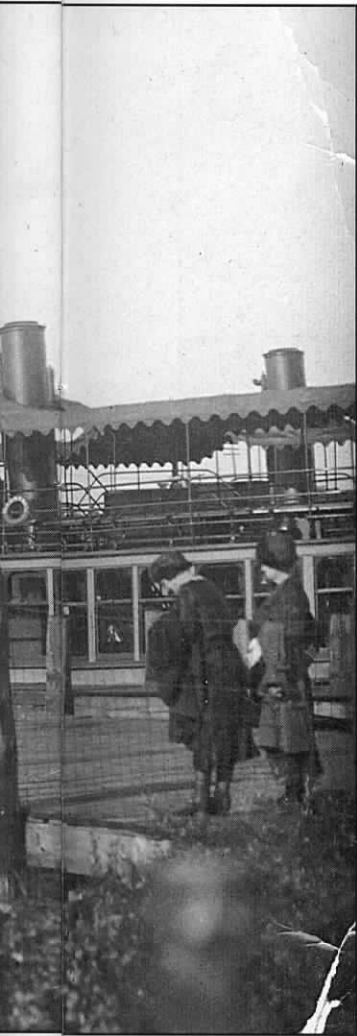
Minnesota Railfans Association fan trips usually featured an open flatcar or gondola, a great place from which to photograph passing trains. These two views appear to be on the Milwaukee Road Short Line in the St. Paul Midway. The special meets a Rock Island passenger train behind an E8 and a Milwaukee pulled by Erie-built GE cabs.

Back to the Sixties—MTM owned Koppers Coke (ex-Soo Line) 0-6-0 #353 for awhile, and it sat outside the Minnesota Transfer roundhouse, along with the Transfer's then-new olive green SW1500 switchers.

At Newport Tower, the Milwaukee Road's Fast Mail overtakes a Rock Island transfer from Inver Grove yard. All MTM collection.







Excelsior's wider front windows, flat cabin roof and canopy, heavy upper deck railings and thicker stack contrast with the other six express boats. MTM collection.



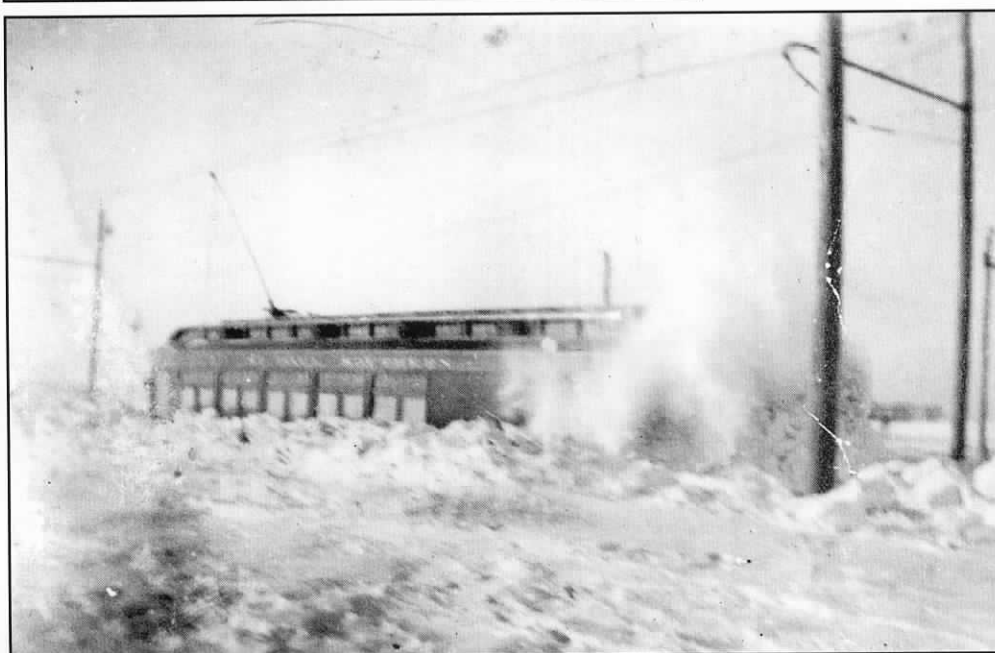


The line's freight motor/snow plow. Built at Snelling Shops in 1917, leads a passenger car down 2nd Street in downtown Hastings.



SNOW FIGHTING ON THE ST. PAUL SOUTHERN

The St. Paul Southern interurban from St. Paul to Hastings via Pine Bend didn't last long. Opened in 1914, it was gone by 1928. During its brief life it was seldom photographed, and the largest group of those are a series of snapshots of snow fighting, mostly in the open country west of Hastings. All photos MTM collection.



Is this a good idea? Can you imagine repeatedly hitting a six foot-high drift with #1300? Even though the car is equipped with a pilot plow, as shown in the other photo, it was still wood framed and less stout than the line's steel-framed snow plow. Note the boards covering the bottom half of the front windows.

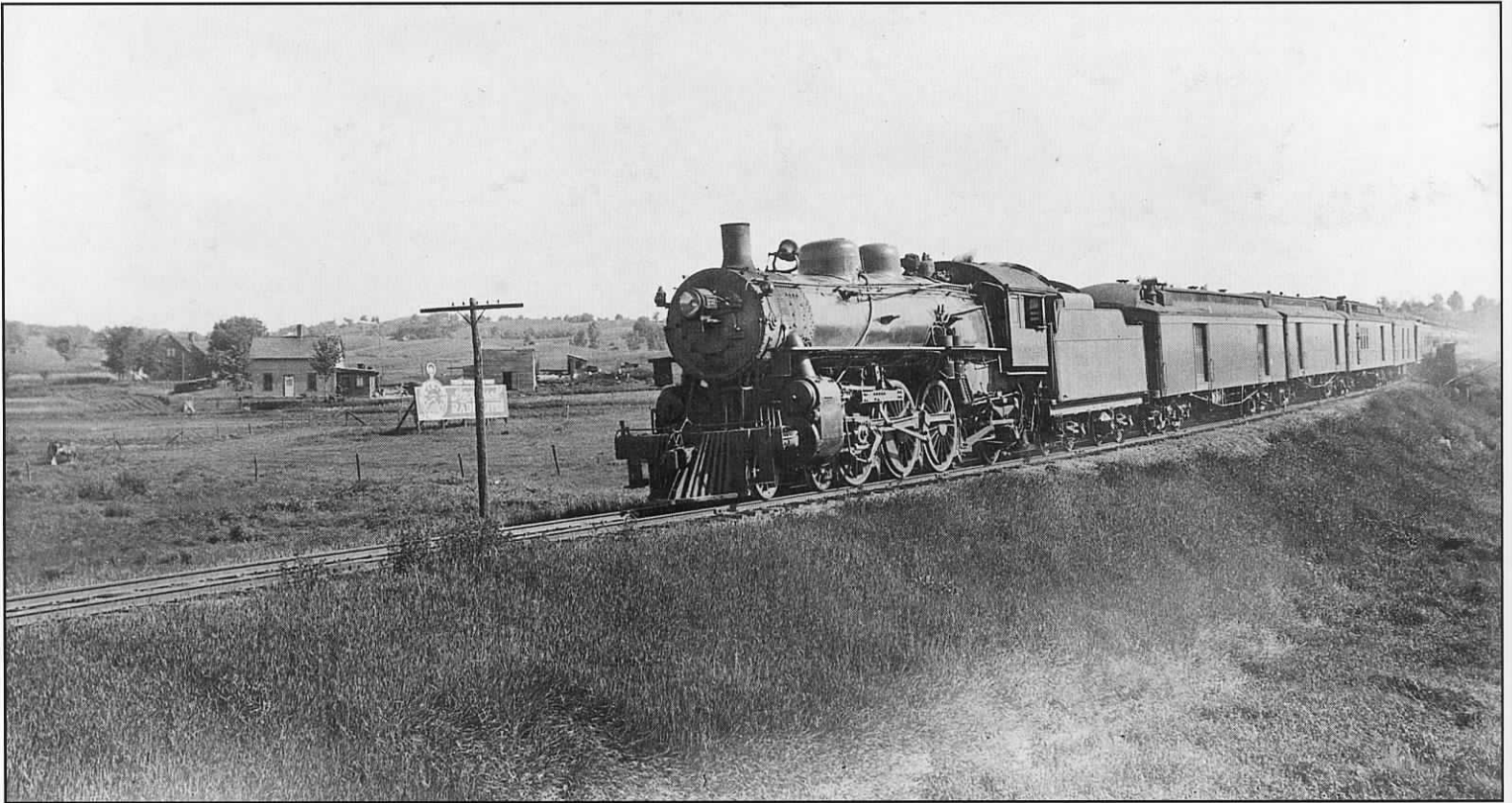


The snow plow battles a blocked cut west of Hastings. When the line was abandoned in 1928, the car went to the Minneapolis, Anoka & Cuyuna Range. It served there until 1948, and finished its career in 1953 on the Valley City & Interurban in North Dakota.



MORE HELMUT KROENING CLASSICS

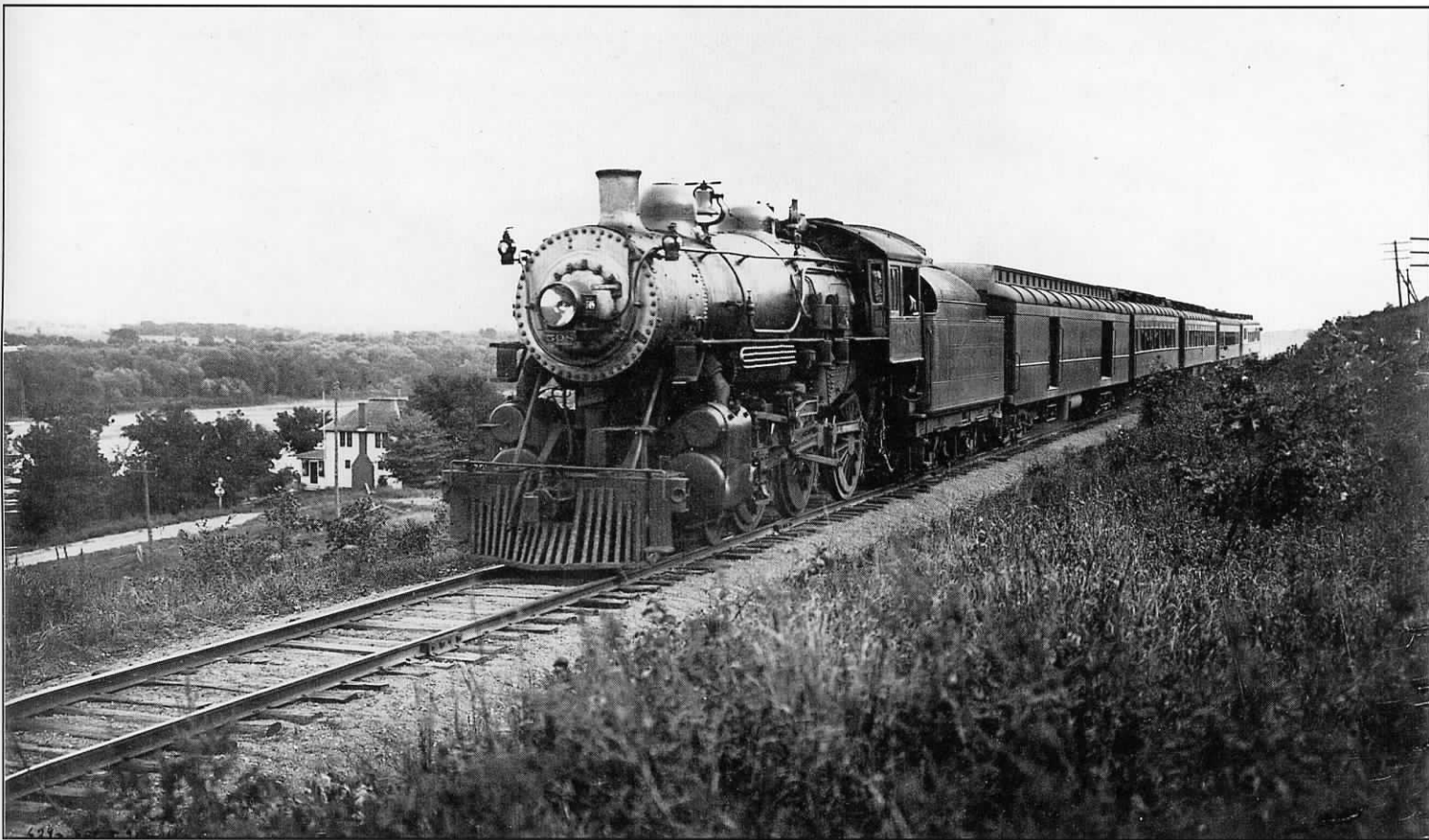
The early railfan views by Helmut Kroening in the last Minnegazette prompted several favorable comments from readers, so here are some more.
All photos from the Minnesota Historical Society Collection.



It's morning and the Soo Line's overnight from Chicago is rolling through St. Paul's east side at Arlington Avenue. Today this track is the Gateway bike trail.

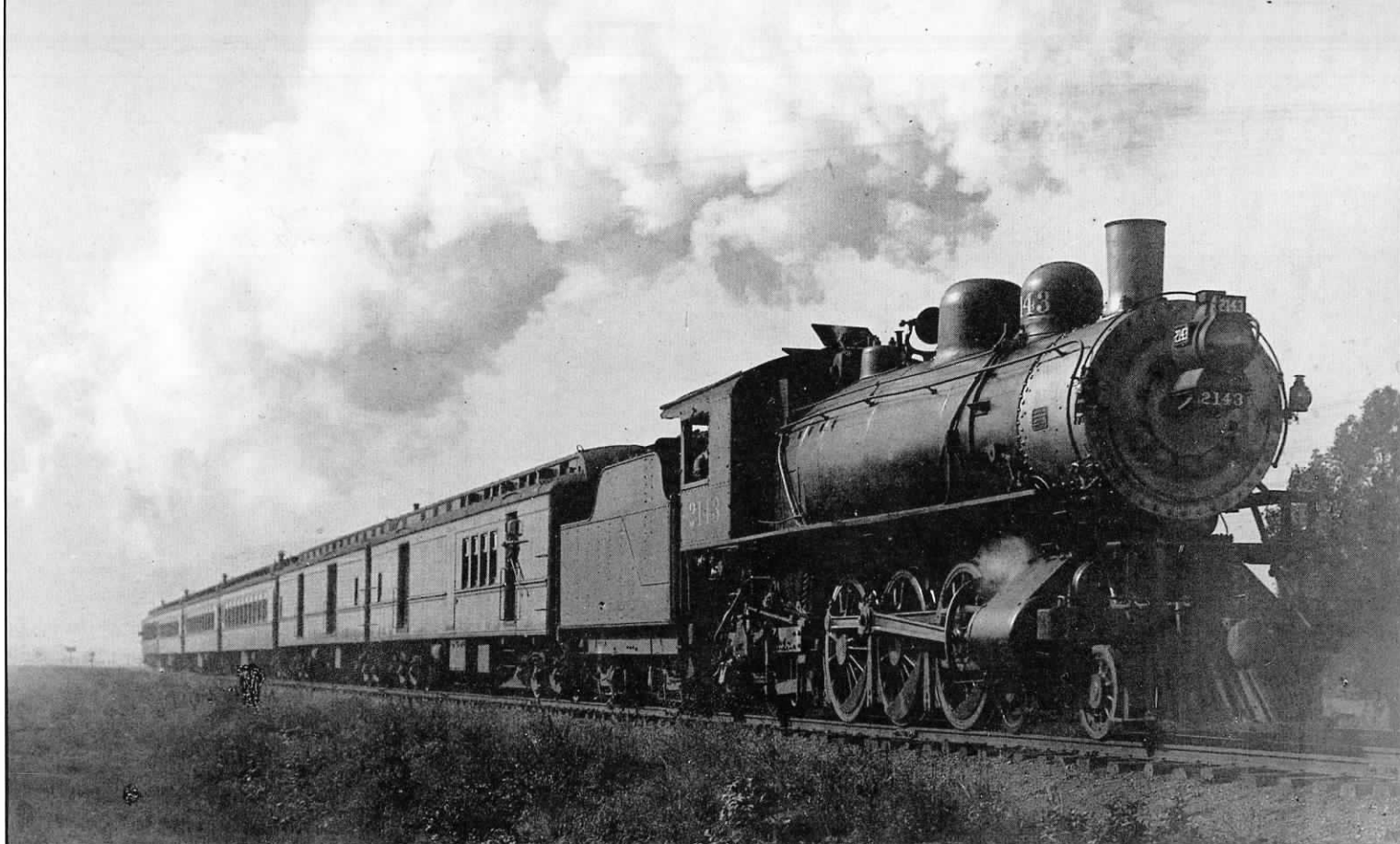
On August 1, 1925, this Burlington is approaching St. Paul just north of today's I-494. Can any reader explain the shorty car behind the engine?





Kroening took quite a few photos along the Chicago Great Western and Rock Island main lines that ran side by side south from Inver Grove. A northbound CGW is dropping down the bluff with the Mississippi River in the distance in 1921. The following year this Rock Island Pacific pulled an arched roof Harriman consist near the same location.





One of Kroening's earliest shots in 1915, is the Northern Pacific's morning train to Duluth, running up the long tangent south of Gloster.

The original heavyweight version of the Chicago & North Western's 400 to Chicago is only six months old in July 1935, making haste alongside Highway 5 west of Lake Elmo.



Inside and Rear covers: In 1949 commercial photographer Norton & Peel took these two photos of Soo Line 2-8-0 #447 switching the big grain elevator next to Humboldt Yard in north Minneapolis. On the rear cover the brakeman tightens down a hand brake. Note that all the grain is moving in boxcars. Minnesota Historical Society collection.



10/6/49
Morton & P. Photo
190-662



10/6/49
Norton & PEEK Photo
196-663



MINNESOTA STREETCAR MUSEUM

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August 2021

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